

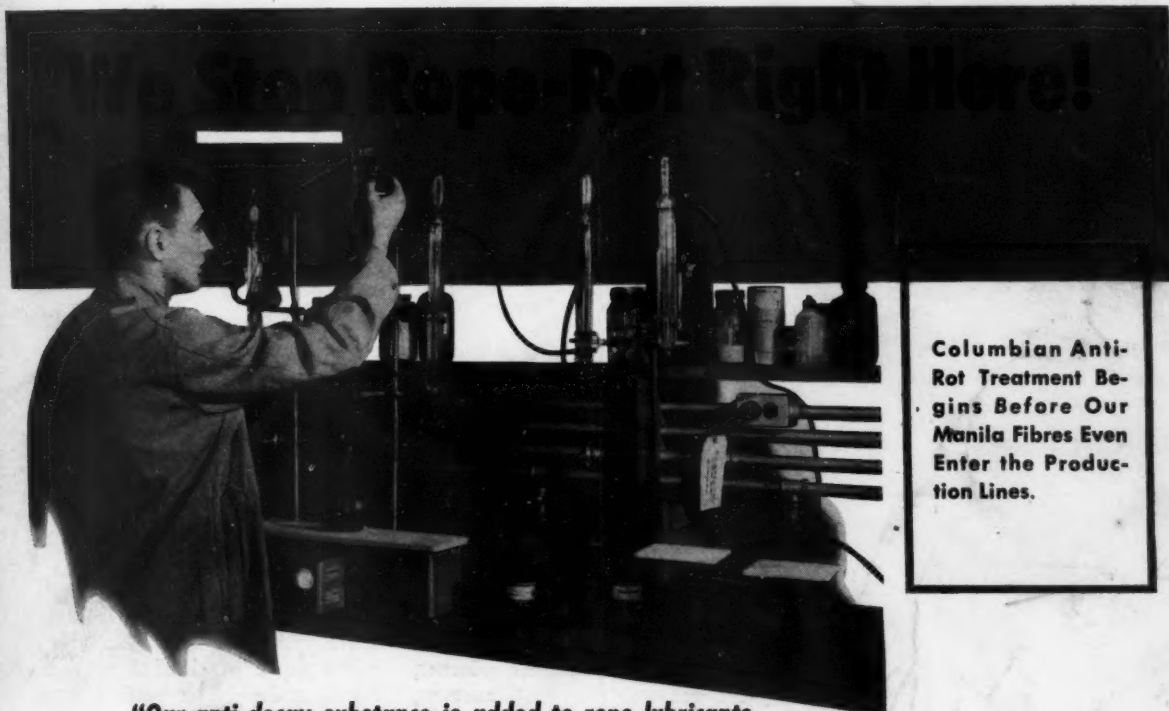
Marz '55

NATIONAL FISHERMAN

Formerly **ATLANTIC FISHERMAN**

None
V.37 #1
(Feb. 1956)
FEBRUARY
1955

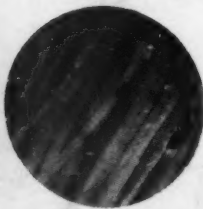
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Columbian Anti-Rot Treatment Begins Before Our Manila Fibres Even Enter the Production Lines.

"Our anti-decay substance is added to rope lubricants in our laboratories, and applied to fibres before spinning . . . while it's still easy to reach every inch of every fibre."

Laboratory Tests Prove Power Of Special Columbian Treatment



Microphoto of treated Manila fibre after 2-week incubation with green mold spores. Only original spores applied for test are present.

Microphoto of untreated Manila fibre after same 2-week test shows jungle of spores whose "roots" feed on fibre, leaving it useless.

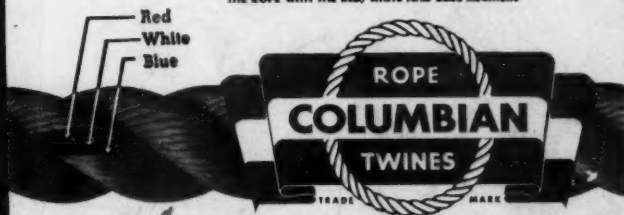


From this point on, your Manila rope is protected at all times against mildew, mold and decay bacteria — even when you give it continuous usage, with no chance for thorough drying.

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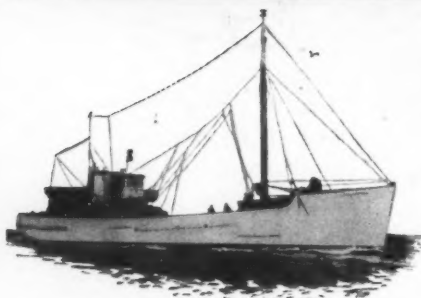
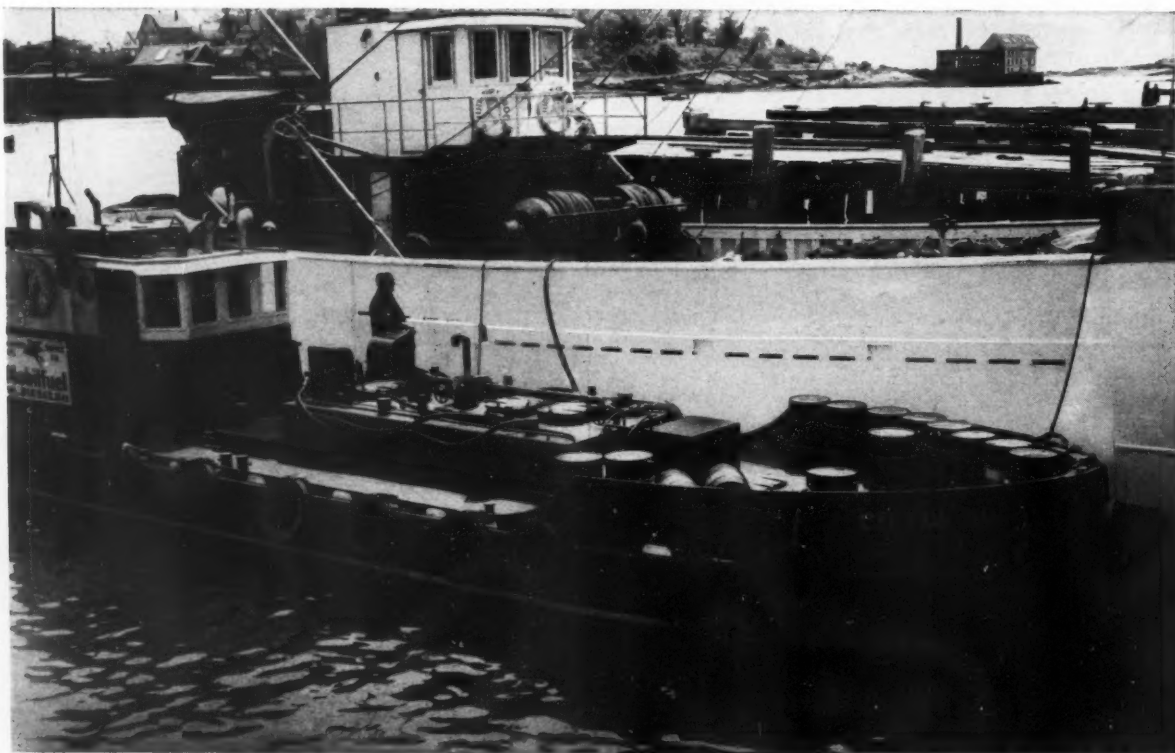


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TO KEEP THE GLOUCESTER FLEET ON THE GO!



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MEET Capt. Dave Maranhas of the Gloucester Oil & Supply Co. If you ever operated a seiner, gillnetter, dragger or trawler in Gloucester, chances are you already know him well. He's a former fishing skipper turned oil man. But he's still got a deck under his feet.

He covers the waterfront in his tanker "Capt. Dave"—servicing the fleet...fueling them with Mobilfuel Diesel...putting aboard world-famous Gargoyle Delvac and DTE Lubricants.

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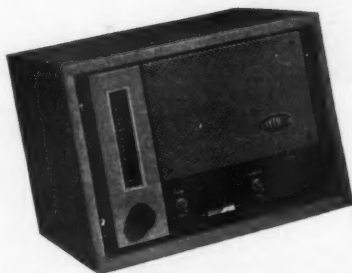
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Log of the **HOLY FAMILY** . . . A True Story

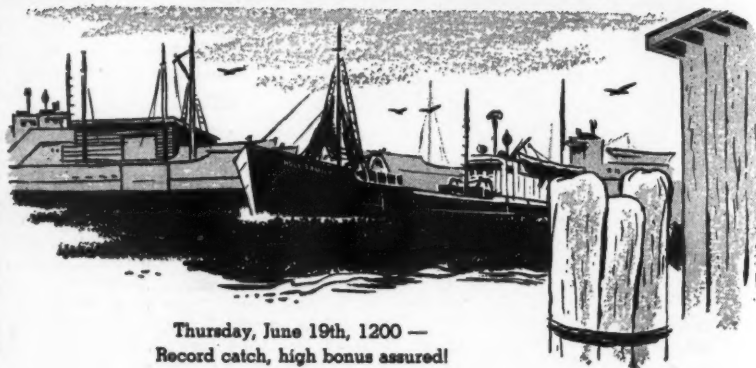
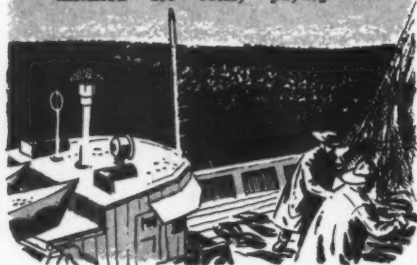
Monday, June 9th, 0600 — **HOLY FAMILY**
makes steady headway despite storm



0900 — Seas still high
but trawling operations continue



Wednesday, June 18th, 0200 —
Nine days out with more than 70
tons iced up. Those S-N Gears we
installed are really paying off.



Thursday, June 19th, 1200 —
Record catch, high bonus assured!

Thanks to **SNOW-NABSTEDT GEARS**

. . . the dragger *Holy Family*, powered by a Fairbanks-Morse Model 38F Diesel coupled with a S-N Air-operated Reverse Gear, has completed another highly profitable trip. These world-famous gears always insure reliable power transmission under all conditions with minimum wear.

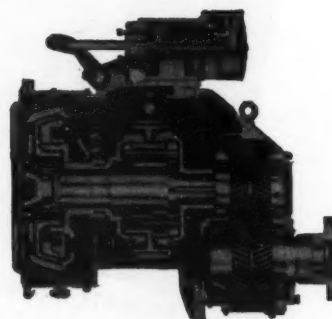
That's because fishing men the world over know from experience that you can't beat S-N Marine Gears for rugged construction, smooth power transmission and economical operation . . . thanks to S-N's exclusive herringbone gearing, wet type cone clutch and balanced reverse gear train.

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S-N Marine Gears are designed specifically for Marine Engines 4 to 1000 H.P. with a wide range of reduction gear ratios.

S-N MANUAL
HYDRAULIC
AIR OPERATED GEARS

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NATIONAL FISHERMAN

Formerly ATLANTIC FISHERMAN

Serving the Commercial Fishing Industry of the United States

International Fisheries Authority Desirable

Plans were completed last month at United Nations headquarters in New York for an "International Technical Conference on the Conservation of the Living Resources of the Sea" to be held at Rome in April.

The results of the Rome conference, under the terms of General Assembly resolutions adopted during its ninth session, will be referred to the International Law Commission. The Commission has had under study the wider problems relating to the high seas and territorial waters, etc., and the Assembly considers that the problem of the resources of the sea is linked to their solution.

In its most recent report on fisheries, the Law Commission said that existing International law provides no adequate protection of marine fauna. The kindred subject of the exploration and exploitation of the resources of the Continental Shelf moved the Commission to emphasize the importance of establishing International legislation which would "protect the paramount principle of freedom of the seas and of the air space above them," while at the same time safeguarding the sovereign rights of the coastal states concerned.

Both the Continental Shelf and the Fisheries Development question form part of the UN International Law Commission's comprehensive work of codifying the law of the high seas and of territorial waters.

In the case of the fisheries question, a number of countries asked immediate adoption of a resolution under which problems of the economics and conservation of high seas fisheries would be referred either to the Food and Agriculture Organiza-

tion of the UN, or to a special governmental conference of experts.

The eight draft Articles on the Continental Shelf drawn up by the Law Commission in 1953 include such provisions as proclaiming the right of the coastal states in question to explore and exploit the natural resources of the shelf, while at the same time forbidding them to engage in "any unjustifiable interference with navigation, fishing or fish production."

The three draft Articles on Fisheries provide, among other things, for the establishment of an International authority within the framework of the United Nations. Its task would be to set up, at the request of any interested state, systems regulating fisheries in any given area of the high seas "for the purpose of protecting the fishing resources of that area against waste or extermination."

With many fishing vessels going farther afield to new and more productive fishing grounds, international relationships are becoming increasingly important in fishing operations. Already there have been disputes over the territorial jurisdiction of various countries, and the resulting friction has been of concern to fishermen.

An International fisheries authority could bring about cooperation between maritime nations to assure equitable utilization of fishery resources. Such a body also could promulgate the necessary regulations for fishing gear, fishing intensity and protection of spawning stock, which are found desirable to sustain the productivity of fishing grounds.

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A. E. BROWN
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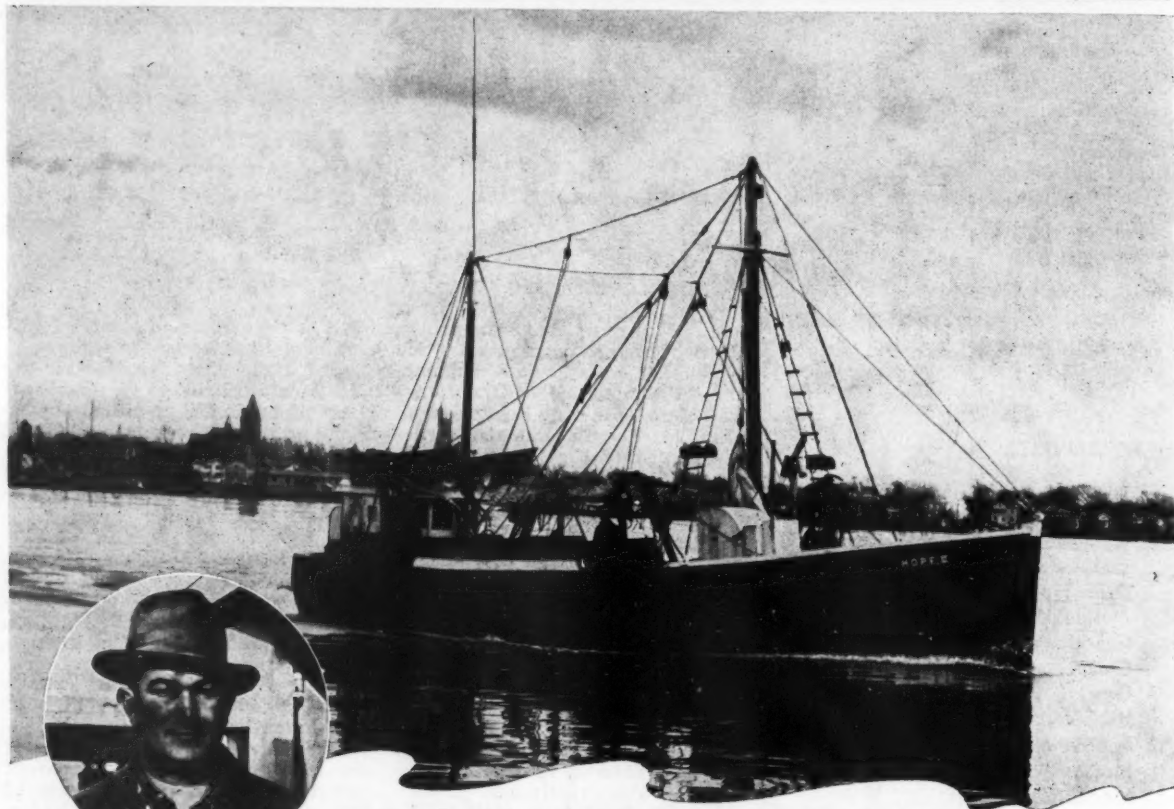


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Owners report the thousands of hours of satisfactory service they have received from their Caterpillar marine engines and the low operating and maintenance costs. It means a lot to a skipper to know he has a Cat engine in his hold, for he's assured of trouble-free performance.

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THERE'S NOTHING LIKE A WHITE PAINT THAT STAYS WHITE

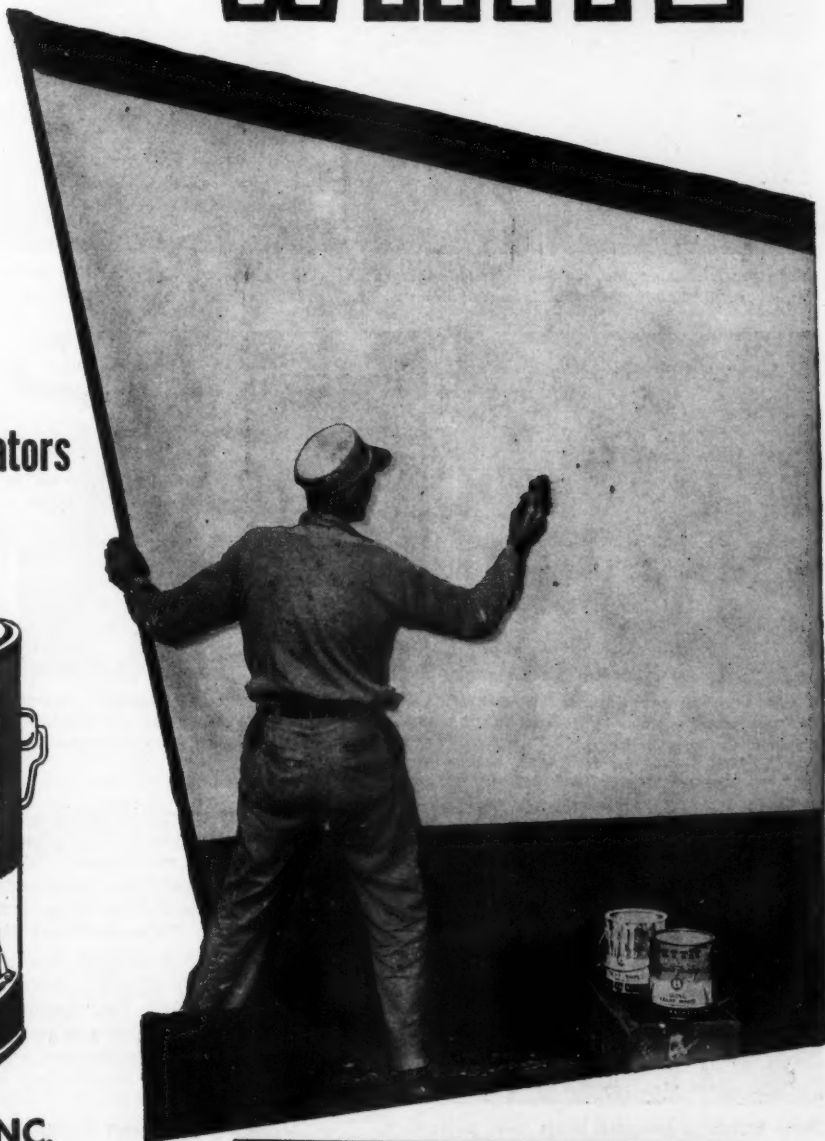
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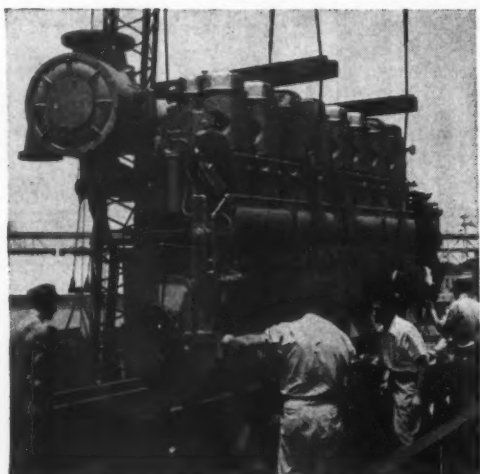
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SAN LEANDRO, CALIF.

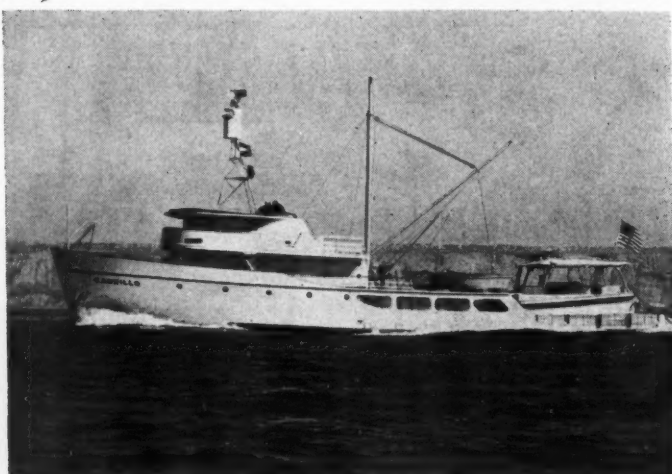


PETTIT
marine paint

Soares brothers build sister ships, choose Enterprise Diesels for dependability



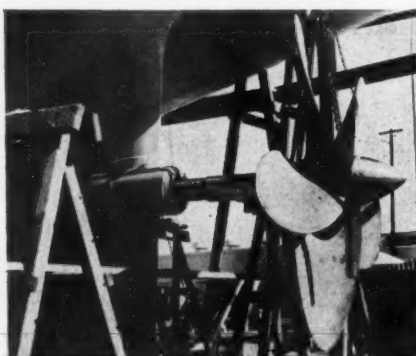
Main propulsion engine, the 8-cylinder turbocharged Enterprise, rated 950 BHP at 450 RPM, is readied for installation.



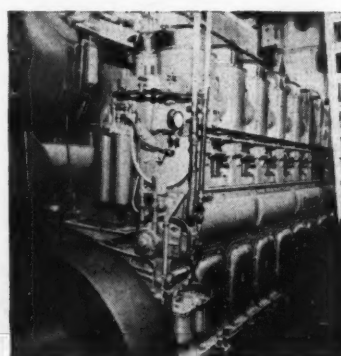
The 127-foot "Cabrillo" beat estimated fuel consumption by 20 percent on her last run from San Diego to the Galapagos.



Owner Joe Soares' "Cabrillo," which like the "Dominator" was built by National Steel & Shipbuilding Corp., San Diego.



Large five-blade 90" x 74" propeller, driven through 2:1 Universal reduction gear by 8-cylinder Enterprise, insures more speed, efficient operation.



Enterprise intercooling on these engines normalizes them for high output in the tropics, providing extra power with less fuel.



These Enterprise-powered boats range thousands of miles for payloads of 350 tons without refueling.

Proof that Enterprise engines are the choice of power experts came with the selection of Enterprise again by George and Joe Soares for their newest tuna clippers, "Cabrillo" and "Dominator." Enterprise has rung up trouble-free performance and low fuel consumption records for these successful San Diego brothers for other of their tuna clippers, including the "Liberator" and "Judy S."

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FISHERY PROGRESS

Economic • Legislative • Technical

Heavier 1954 fish catch by commercial fishermen in United States and Alaska shows total production of fish and shellfish of about 4,700,000,000 lbs., exceeding 1953 landings by 250,000,000 lbs., or about six percent.

San Pedro, Calif., led food-fish ports with 1954 catch of about 381 million lbs. Gloucester, Mass., was second with 221 million lbs., followed by Boston, Mass., with 151 million lbs., San Diego, Calif., with 130 million lbs., and New Bedford, Mass., with 72 million lbs.

From standpoint of value, San Pedro again led all other food-fish ports with landings worth \$37,400,000 to fishermen. San Diego's catch was valued at \$20,950,000, while Massachusetts landings in Boston, New Bedford, and Gloucester were worth \$11,275,000, \$9,400,000, and \$7,875,000 respectively.

The chief meal-and-oil species, menhaden, set new record for fourth consecutive year with total 1954 landings of 1,750,000,000 lbs. National production of all tuna species amounted to about 322 million lbs., as compared with 305 million in 1953.

Pacific sardines, which for many years yielded annual catches of more than a billion pounds but then virtually disappeared as commercial item, staged comeback in 1954, with landings totaling 132 million lbs. as against less than 10 million in previous year.

Maine showed 1954 catch of about 120 million lbs. of herring—used chiefly in canning of sardines—as compared with 102 million in previous year. Landings of haddock in Maine and Massachusetts came to approximately 156 million lbs. for gain of 16 million over 1953. Ocean perch landed in these two States amounted to about 179 million lbs., as against 154 million in 1953.

Shrimp catch for 1954 totalled approximately 235 million lbs., roughly the same as for 1953. Salmon showed an increase of about 7 million lbs., with landings amounting to 320 million. Pacific Coast halibut landed by United States and Canadian fishermen amounted to about 70 million lbs.—an all-time record—as compared with 60 million in 1953.

Fisheries Advisory Committee for Saltonstall-Kennedy Act has been appointed by Secretary of Interior Douglas McKay, and includes 19 representatives from all segments of American fisheries industry. The Secretary was authorized to appoint group of experts from domestic fisheries and fishery products industry to advise him on industry problems embraced by new Saltonstall-Kennedy legislation. The committee members, appointed to serve until July 30, 1957, are:

Moses Pike, Holmes Packing Co., Eastport, Me.; James S. Carlson, Baker, Boies and Watson, Boston, Mass.; J. Richards Nelson, oyster and clam grower and dealer, Madison, Conn.; David Hart, independent fisherman and vessel owner, Cape May, N. J.; Harold R. Bassett, C. A. Lookerman, Inc., Crisfield, Md.; George R. Wallace, Wallace Fisheries Co., Morehead City, N. C.; Harry F. Sahlman, Sahlman Seafoods, Fernandina Beach, Fla.; Leon S. Kenny, Pinellas Seafood Co., St. Petersburg, Fla.

Alphonse F. Wegmann, Mexican Gulf Fisheries, Inc., Coden, Ala.; Lawrence W. Strasburger, Strasburger Inspection Service, New Orleans, La.; Earl B. Webster, Twin City Fishermen's Cooperative Association, Port Isabel, Texas; Emmett Concannon, W. M. Walker, Inc., Chicago, Ill.; Arthur Sivertson, Sivertson Brothers Fisheries, Duluth, Minn.; Donald P. Loker, Star-Kist Foods, Inc., Terminal Island, Calif.; Arthur H. Mendonca, F. E. Booth, Inc., San Francisco, Calif.; Thomas F. Sandoz, Columbia River Packers Assoc., Astoria, Ore.; Mark L. Edmunds, independent fisherman, Garibaldi, Ore.; Lawrence C. Calvert, San Juan Fishing and Packing Co., Seattle, Wash.;

Jack Mendenhall, Ketchikan Cold Storage Co., Ketchikan, Alaska.

Opposition to Reciprocal Trade Agreements Act extension was voiced last month by fishing industry spokesmen at hearings in Washington. Witnesses included Donald Lokker, California Fish Cannery Assoc.; Harold Cary, American Tunaboat Assoc.; John Hawk, Seafarer's International Union of North America; Capt. Patrick McHugh, Atlantic Fishermen's Union; John F. Linehan, Seafood Producer's Assoc.

The California tuna industry is challenging legality of the tariff classification on imported tuna in brine, which has a basket clause carrying a 12½ percent ad valorem duty that resulted from negotiations with Iceland, even though that country does not produce tuna.

Congressman King of California has introduced a Bill to place a 45 percent ad valorem duty on all forms of tuna (this is current amount on the canned in oil product, while fresh or frozen tuna now is on free list.)

Congressman Colmer of Mississippi has introduced a Bill which would provide a 35 percent ad valorem duty on shrimp in all forms. Congressman Mack of Washington State, in speeches before the House, has cautioned his colleagues not to lower the present duties of 22½ percent on canned crab and 15 percent on fresh and frozen crab.

Newly documented fishing vessels added to the United States fleet during 1954 totalled 717 craft, compared with 729 in 1953 and 675 in 1952. Last year's additions by areas were: New England—23; Middle Atlantic—15; Chesapeake—93; South Atlantic—119; Gulf of Mexico—313; Pacific—117; Great Lakes—6; Alaska—27.

Groundfish fillet imports during 1954, including cod, haddock, hake, pollock, cusk and ocean perch, amounted to 136.6 million pounds—an increase of 48 percent compared with 1953, and 26 percent above volume of these imports in 1952. It was in 1952 that previous record of 108 million pounds of groundfish fillets were imported.

Biggest gain was in imports from Canada, which jumped 26 million pounds to 86 million. Iceland shipped in 37 million, for an increase of 11½ million.

Cold storage holdings of fish and shellfish on Dec. 31, 1954 amounted to 194 million lbs. This was 12 million lbs. less than stocks a month earlier, but 18 million lbs. above the holdings on Dec. 31, 1953.

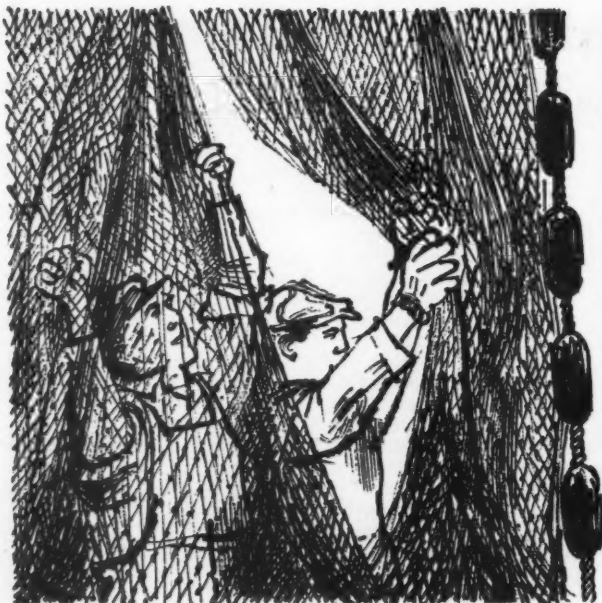
The principal items held were raw headless shrimp (28.3 million lbs.), halibut (19.8 million lbs.), and ocean perch fillets (17.7 million lbs.). Stocks of salt-water fillets, including blocks and slabs, totalled 65 million lbs., of which 11.7 million lbs. consisted of blocks and slabs used in the manufacture of fish sticks. Holdings of these fillets and blocks on Dec. 31, 1953 amounted to 49.2 million lbs.

Total freezings of fish and shellfish during 1954 amounted to 302.7 million lbs., compared to 275.3 million in 1953. The principal items frozen were shrimp (58 million lbs.), ocean perch fillets (44.5 million lbs.), halibut (35 million lbs.), headed and gutted whiting (31.7 million lbs.), and haddock fillets (20.1 million lbs.).

Fishery by-products study, aimed at improving markets for fish meals and fish oils, will be made by Fish & Wildlife Service under Saltonstall-Kennedy Act. The program, for which \$273,000 has been allocated, calls for development of quality index for fish meals; devising of new industrial uses for fish oils; and biological studies of menhaden, chiefly used in meal and oil production.

Biological-research phase of program will feature life-history studies of menhaden. Most of work will be done by the Service, operating from Beaufort, N. C.

Intensive sampling will be done to develop information on age and growth rates. This information will be used to determine whether menhaden range is inhabited by separate groups of this species or one large, freely-mixing population. Age analysis will furnish an insight into success of yearly broods and reveal prospects for future abundance. Related studies on spawning areas, spawning periods, and nursery grounds will be made.

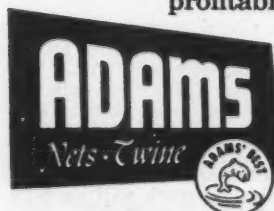


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How Fishermen Can Help Reduce Insurance Costs

Jerome Sachs recommends continuous observance of safety precautions; inspection of boats and licensing of operators*

IN a general sense, the commercial fishing vessel insurance problem may be summarized as the problem of safety at sea with its special application to commercial fishing vessels. The insurance of fishing vessels has to do with the seaworthiness of hulls, the maintenance of equipment, and the operation and safety at sea of vessels and crews engaged in the business of catching fish.

The losses suffered by insurance companies in connection with Hull as well as Protection and Indemnity (liability) coverages on commercial fishing vessels have been persistently high in recent years. Particularly in the New England area, injury verdicts have gone up tremendously, as have acquisition costs, shipyard bills and other operational items. With regard to Protection and Indemnity (P&I) losses, the courts of the State of Massachusetts (New England) are said to have made the fishing vessel owner an "insurer" of the safety of the crew members. The vessel owner is held to an absolute warranty of seaworthiness.

As a result of continuous losses, many insurance companies have dropped out and are not selling either P&I or Hull or both coverages any longer. A few that have hung on have raised their premiums to a point where individual owners of a single vessel or of 2 or 3 vessels are complaining that the premiums charged are so high as to make insurance prohibitive as a cost item.

As a practical matter, what is an owner of a fishing vessel to do about the high cost of insurance that he needs at a time when he is running into reduced income and increasing operational expenses generally? The loss statistics of insurance companies furnish essential information on hazards, but the only persons who can prevent loss on the vessels are the owners and crews of the insured vessels. If efforts toward prevention of losses are effective and the loss cost is reduced, it should be reflected in reduced insurance cost.

What I am getting at is that vessel owners and crews should place themselves in the position of the insurance company. Knowing what they do know from their positions inside the fishing industry, what steps to cut accident losses would they themselves require to be made by the insured vessel owners before they would guarantee or reinsure the insurance company accepting the risk of these possible losses? How would they attack the problem if they were the insurer? What steps would they take to make certain that the vessel to be insured is seaworthy? What safety specifications would they require? What would they suggest be done in dealing with problems resulting from the filing by members of the crew of ex-orbitant claims for injuries?

Best Safety Device is Careful Man

It has been said that the best safety device is a careful man. The presence of mechanical devices should not be permitted to produce an illusion of safety. They must be

efficiently maintained and operated, for all mechanical aids necessarily depend on, and may be ineffective because of, the human factor.

Prevention is a matter for the individual vessel owner and crew. The existence of insurance should not reduce safety precautions; insurance should not lead to a spirit of recklessness.

The hazards involved in Protection and Indemnity (P&I) and in Hull coverages are in many respects closely inter-related and duplicate each other. Making some



High insurance rates on fishing boats are among the problems which have received attention of Governor Herter's labor-management committee to promote the Massachusetts fishing industry. Chairman of the group, Francis W. Sargent, Director of Massachusetts Marine Fisheries, is seated at left of Governor. Other members (left to right) are: Manuel Lewis, Gloucester Seafood Workers' Union; James S. Carlson, Baker, Boies & Watson Co.; John Worthington, Pond Village Cold Storage Co.; John F. Linehan, New Bedford Seafood Producers' Assoc.; Thomas D. Rice, Massachusetts Fisheries Assoc.; David L. Kelley, D. N. Kelley and Son; John Del Torchio, Cape Ann Fisheries; Raymond Kershaw, Gloucester Whiting Assoc.; Robert Scott, Deputy Commissioner, Dept. of Commerce; Daniel J. Donevan, International Longshoremen's Assoc.; Richard W. Preston, Commissioner, Dept. of Commerce; Serafim Jason, Central Labor Union; John Donegan, Sea Food Workers' Union; Ernest A. Johnson, Commissioner, Dept. of Labor and Industries.

change in the Hull (structure) also affects the P&I side of the risk; bringing in safety equipment to protect the crew against injury also affects the Hull side of the risk. Therefore, P&I and Hull coverages ought not to be treated as separate and unrelated to each other.

This is so not only from the viewpoint of the vessel owner who is asked to improve the whole risk, but this underlying unity has practical significance for the insurance company which is concerned about the possibilities of losses. In fact, the Hull business of an insurer that is writing only Hull in any given area, is in a fundamental sense dependent on the availability in that area of insurers selling P&I. Vessel owners need both and cannot function with just one of these coverages.

Loss Record of Vessel Owner Considered

The hazards of fishing vessels with their close working quarters are such that the underwriting of these vessels calls for special care. The insurance underwriter fixes the premium, that is, decides what he should be paid for undertaking the risk, through negotiation with the vessel owner's broker. However, the insurance company does take into account the loss record and standing of the vessel owner, and also the record of premiums and losses on risks submitted by the broker. The insurance underwriter also consults records of his general experience with fishing vessels in the particular area, etc.

With the recent bad loss experience in mind, some insurance companies have begun to insist on a more complete physical survey of the vessel by a competent marine

(Continued on next page)

* Taken from a paper presented at the recent meeting of the Gulf & Caribbean Fisheries Institute in Havana, Cuba, by Mr. Sachs, who is director of the Insurance Staff, Bureau of Foreign Commerce.

surveyor, covering also fire fighting equipment, general maintenance, worth and general reputation not only of the vessel owner but also of the operating personnel, whether the venture is or has been making money, whether the owner is keeping his maintenance bills, etc., on a current basis, how the vessel is mortgaged, etc.

Generally speaking, insurance companies issue as a basic policy form for fishing vessels, aside from any special riders they may attach, the so-called American Institute Time Hull Form, the same one that they use for large oceangoing tonnage. With the recent bad loss experience in mind, there has been some feeling within the insurance industry that this form is not stringent enough for small fishing hulls and that it never was designed for small tonnage. For P&I coverage of fishing vessels, the companies generally use the Inland Vessel P&I Form or the Ocean Vessel P&I Form, or some variant of either.

In view of the hazards peculiar to fishing and the potentially heavy losses, higher premiums are necessary to permit the building up of ample loss reserves. Lower premium rates prevailing in other kinds of insurance, such as workmen's compensation covering workers on land, do not suffice for P&I coverage on fishing vessels. The loss experience of insurance companies in connection with workers' accidents on land, with, among other controls, maximum amounts for specified injuries fixed by statute and not left to a court verdict, has been much better than the losses of insurance companies in connection with injuries to crewmen working on board fishing vessels.

"Moral Hazard"

With regard to the insurance of commercial fishing vessels, the attitudes of the vessel owners and of the crews are of special importance, one might almost say, of crucial importance. Furthermore, in this connection, it may be noted that Protection and Indemnity (P&I) risks are of a kind over which the vessel owners can exercise a more direct influence and control than, for example, fortuitous hull losses resulting from some peril of the sea.

In connection with insurance, the term "moral hazard", as distinguished from "physical hazard", is applied to such considerations as the character, habits and mental attitudes of the insured. The moral hazard faced by an insurance company is not limited to the personal or business ethics of the insured or to malice on his part. There are various other aspects of moral hazard.

These include such conduct as poor seamanship; disdain of training needed for proper use of scientific navigating instruments; carelessness in equipment maintenance; resorting to blind navigating in fogs; failure to pay attention to charts; maintaining the decks and the engineers' rooms in bad condition; dropping cigarettes on decks where oil is in abundance; pouring oil in the bilge; using all personnel on the vessel to help bring in the net, leaving no one on watch in the engine room; allowing drunks to get on board; disinterest in and ignorance as to how the engine works; as to how to judge its performance; as to how to tune it up; as to how to replace defective parts, so that engines will not be permitted to run until they fall apart, etc.; venturing out too far, looking for new fishing banks, for new shrimp beds, etc., considering the size and condition of the vessel and its equipment; staying out until the last moment despite weather conditions, etc. These are the elements in moral hazard that make for personal injuries, for destruction and loss of property and thereby for increased insurance losses.

An increase in the insurance premium is not sufficient compensation for assuming a known moral hazard. Insuring physical hazards resolves itself into a matter of securing an adequate rate for any specific risk. The premium rate is presumed to measure the physical hazard but does not give any consideration to the element of moral hazard.

If the existence of a serious element of moral hazard is suspected, the insurance company can resort to "rating down the risk," that is, scaling down the amount of insurance they will provide. Thus, if the vessel is worth \$75,000, the insurance company may agree to insure it only for \$50,000. However, once the existence of a serious element of moral hazard is established, the insurance

company has only one choice and that is to cancel the insurance and get off the risk.

Generally speaking, insurance companies tend to be more sensitive to and to worry more about the influence of moral hazard elements present in a risk during periods when the business venture is having financial difficulties than they do during periods when the business venture is making money.

Fishing is Life of Great Courage

The moral hazard or psychological attitude that pervades the field of commercial fishing is not an individual matter, but a group matter. It is not primarily a matter of race or nationality or culture, but rather an occupational group matter. The occupational group is one in which the individual man is willing to undergo the loneliness of the open seas in a small boat, unprotected, away from civilization, with no one outside his immediate group of fellow crew members to see him in his plight.

These men are not factory workers, functioning in roomy quarters and with first rate conditions of sanitation. No agricultural workers, no factory workers, certainly no office workers, have such a rough life; even a migrant worker's habitation on land is better. This is a life of great courage and self-confidence. This man feels he can take care of himself in any situation, otherwise he would not have accepted the life of the fisherman. There is also a strong streak of fatalism in his character.

Just as every coin has two sides, that very courage, that very fatalism, that very ability to face separation away from one's family, has as its opposite side, a disdain for precaution, a feeling that it is unworthy and timewasting to worry about accident prevention methods. Therefore, helping the fishing industry to solve its insurance problem becomes a problem of reconciling these character traits with a persistent and continuous observance of safety precautions.

Is it not possible to reconcile the sterling qualities of manliness and courage of this group with some regard for precautionary measures that would make it possible to give them insurance, more or less as other occupational groups are given insurance? The problem of helping this industry insurance-wise is the problem of making it merit insurance in the ordinary way. This problem is different in the sense that the ordinary degree of fear of danger and physical injury is lacking.

Regulation Needed

Quite obviously, some regulation, whether it be self-regulation or that imposed by a special group, would seem to be implied by the foregoing. I would think that the objective should be to retain the bulk of equipment which the industry now has while making it safer for the men.

Whatever form the regulation might take, it should be sufficiently intelligent and sufficiently cognizant of the peculiar aspects of the commercial fishing industry to recognize that the purpose of regulation ought not be to try to keep these men from getting their feet wet, but only to keep them from getting killed.

I would like to list various suggested methods for aiding in the solution of this problem that I have heard or come across in publications from time to time. Some of these measures are fundamental and far-reaching, while others are more modest.

1. Commercial fishing vessels should be subject to official standards, with inspection and certification by recognized surveyors, plus a follow-up procedure. In this connection, it has been suggested that fishing vessels should be brought within the purview of the U. S. Coast Guard, with a view to their complying with its construction and maintenance standards imposed, for example, on passenger and cargo vessels; e.g., as to hull, engine installations, loading equipment, safety appliances, rescue apparatus, periodic drills in use of equipment, etc. This might be tied in with a system of industry self-regulation, that is, an industry classification system with a Government agency accepting the Industry's Certificates.

2. Some agency, whether governmental or private, should be empowered to establish and certify the quali-

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At left is V. L. "Spec" Harris of the Western Net Shop in Freeport, Texas, with a try-net size model of their new Western jib shrimp trawl. At right are Mr. Harris and Capt. S. S. Smith of the shrimp "Sylvia".

Less Tearing-up with New Western Jib Trawl

*Texas shrimpers find net has more spread,
tows easier and stays open with load in bag*

A NEW type flat shrimp trawl, known as the "Western Jib", has been developed at the Western Net Shop in Freeport, Texas, by "Spec" Harris and C. R. Rhodes. Eight large shrimp boats have tested the net dragging off the Texas coast, and all have changed over to the new gear.

Advantages found are that the Western Jib gets more spread, pulls easier, will not close up with a load in the bag, and has far greater resistance to strain, which means that it doesn't tear up easily. The key to the design is in the jibs—the forward topside pieces—which are hung so that the strain is with the webbing and the jibs do not pull out of shape in use.

Formula for Making Net

The Western jib is a formula-built net, and therefore any size can be constructed from the following directions: For a 100-foot trawl using $2\frac{1}{4}$ -inch stretched mesh webbing, 25% of the float line will be free of jibs. Twelve inches times 100 feet gives 1200 inches, float line length. Twenty-five percent of 1200 inches is 300 inches.

The middle of the trawl will be hung 3 meshes on 5 inches. Three hundred divided by 5 gives 60 hangings. Sixty times 3 gives 180 meshes in the middle body of the trawl.

There are 900 inches left for the jibs. All jib hangings will be $\frac{1}{2}$ inch less than 2 meshes stretch. So hang the jibs 2 meshes on $4\frac{1}{4}$ inches. Nine hundred divided by $4\frac{1}{4}$ gives 212 hangings or 106 hangings for each jib.

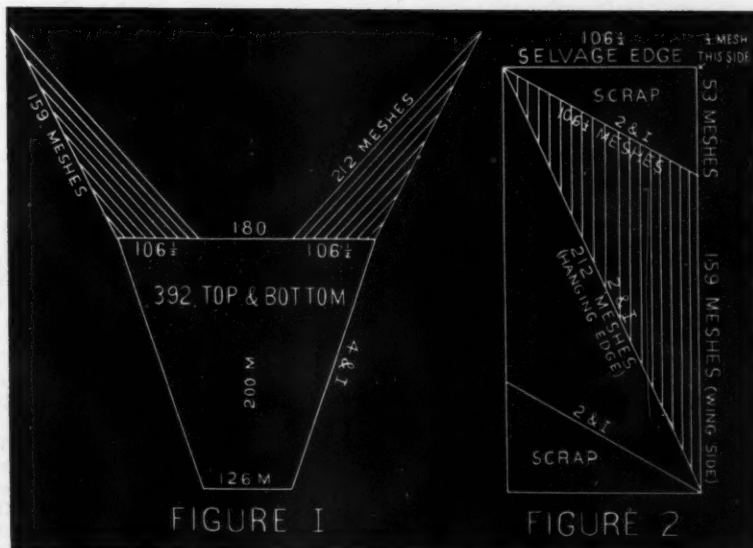
Two meshes per hanging gives a jib 212 meshes long on the hanging side and 106 meshes on the body side. One hundred and eighty meshes on the middle body plus 106 under each jib totals a body of 392 meshes. The top and bottom will be 392 meshes each.

The wings will be 20% of the body. Twenty percent of 392 is 78 meshes and the wings will come out straight. With straight wings, the trawl won't tear in two if it bogs down with mud or shell. It is claimed that the new net fishes well, and that the shrimpers using it don't leave enough behind for a hash house gumbo.

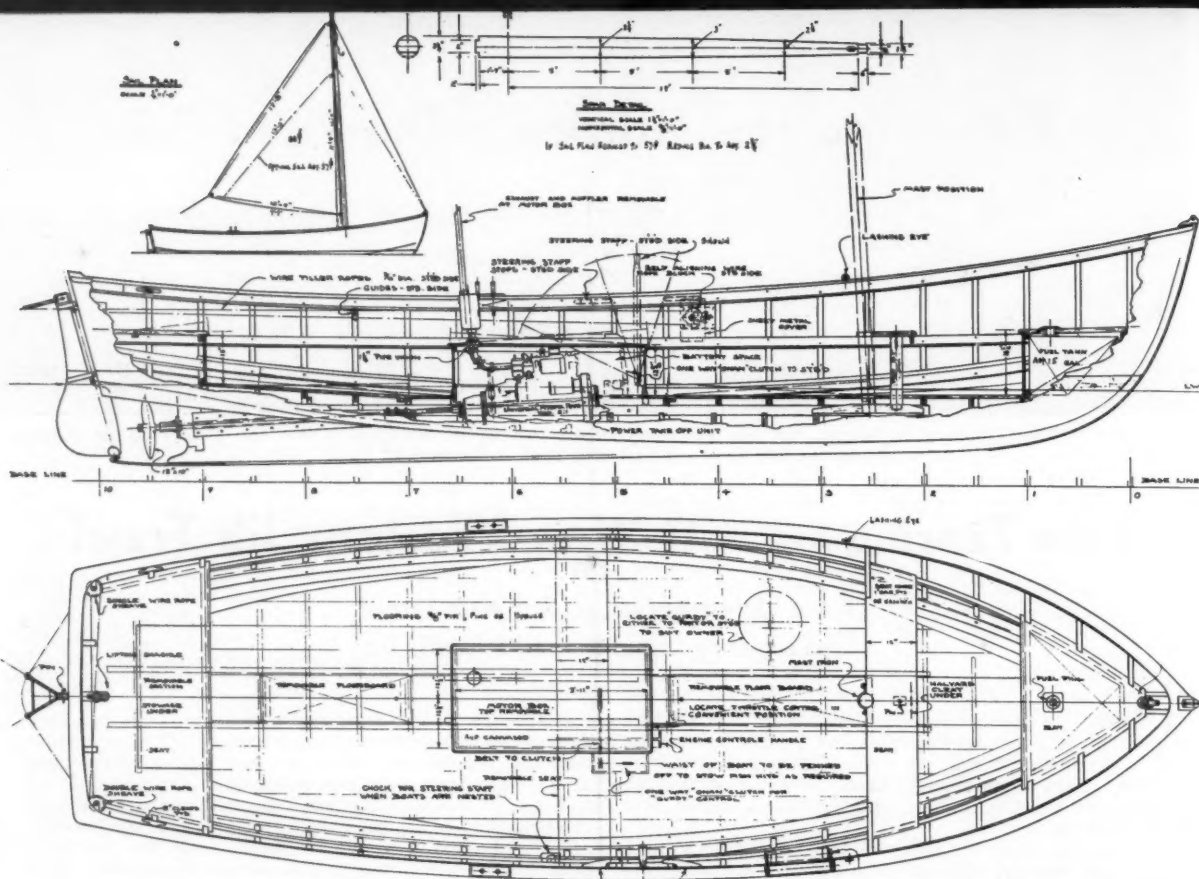
Reference to the drawings will show what has been done. Figure 1 shows what has been cut. Figure 2 shows how the jibs are cut. There is where the difference lies. The strain comes with the webbing so the jibs will not pull out of shape. Also the Western has 106 meshes on the body side of the jib and 106 hangings on the line side of the jib—one hanging for each mesh on the body. Therein lies the strength that keeps the selvage from ripping and allows the trawl to be pulled out of serious boggings.

Here are some tips for assembling the net. Make all jibs with half meshes, i.e., 106½ meshes, 100½ meshes, etc.; make all setbacks in even meshes—26, 28, etc.

Leave one mesh over on the wings of the float line, one mesh past the jib, that is. Hang this mesh by itself
(Continued on next page)



Western Jib Shrimp Trawl (Figure 1) and the new Western Jib (Figure 2). The 100' flat trawl with $2\frac{1}{4}$ " stretched mesh webbing is hung on $\frac{1}{2}$ " manila covered cable. The 8' legs use $\frac{1}{4}$ " drop chain all the way across sweep line, and drops are 8 links— $3\frac{1}{16}$ " chain. The bottom setback is 28 meshes, and the 90 mesh extension is tapered to 42 meshes, giving a 240 mesh throat to go on 160 mesh bag. The jib has 159 meshes on the wing side; its 106 mesh body side and 212 mesh hanging edge are of 1 point—2 bar construction.



Inboard profile and arrangement plan of 23' power boat designed by Eldredge-McInnis, Inc. for use with salt banker.

Power Boats Being Tested On Canadian Salt Banker

A new type power boat for use in place of dories on Atlantic Coast salt fish bankers is being tested on the *Jean and Francis*, owned by Ritcey Bros. of Riverport, Nova Scotia. On loan to the Fisheries Research Board, the vessel has been operating with an experimental fleet of four power boats.

Two of these power boats were designed and built by Harley Cox & Sons of Shelburne, N. S. They have an overall length of 24', beam of 7' 10" and draft of 33". Power is provided by a Model Four-69, 16 hp. Graymarine gasoline engine, swinging a 16 x 14 propeller. A specially designed gurdy, clutch operated through the engine power take-off, is used for hauling trawls.

Designs for the other two power boats, shown above, were prepared by Eldredge-McInnis, Inc. of Boston, and the boats were built by Smith & Rhuland of Lunenburg,

N. S. Construction is unique in that the hull form is more or less a developed shape with $\frac{5}{8}$ " plywood bottom and $\frac{1}{2}$ " topsides, closely framed in order to provide a tight, rigid hull that can be readily hoisted on deck.

The McInnis model has an overall length of 23' 2", beam of 7' 6 $\frac{3}{4}$ " and light draft of 22". Power for one boat is Universal Atomic Four with 2:1 reduction gear, turning a 15 x 10 propeller, while the other has a Universal Utility Four. Hoisting weight of the power boat is approximately 3400 lbs.

The new power boats are said to have proven very satisfactory, and are expected to revive interest in long lining with salt bankers. Four of the new boats will do the work of 16 dories, and with 2 men in each boat, the bankers' crew can be cut in half, still leaving 8 men on board for splitting fish.

With a power boat, the fishermen can handle five tubs of trawl at a set, or 15 tubs a day. The boat's fish capacity is about 3500 lbs. as contrasted with 800 lbs. for a dory, and the return trip to the banker can be made at a 5 to 8 knot speed. At this rate of fishing, the banker's former 3 to 4 week trip could be shortened to one week.

(Continued from previous page)

first, then go back through this mesh and pick up the first point in the jib and hang these two. Then back through this point on the jib and pick up the next point. Only the points on the jib are hung in.

When hanging the wing meshes on the sweep (lead) line the same method is used. Hang the first mesh by itself, then back through this mesh and pick up two more. Then back through the last mesh and pick up two more. Thus there will be two meshes per hanging.

When the net is hung up a length of 15 thread rope is spliced between the float and sweep lines at each end of the trawl close to the first hangings. This rope should be 4 inches longer than the height of the trawl boards. (With 48-inch boards a 52-inch stay line is used.) The

ends of the wings are hung to this line, which gives added strength to the trawl and lets the wings carry their part of the load.

Experiments have shown that the Western Jib net in a 95 to 98 foot model will pull easier than the old style 90-foot flat nets, and gives more spread. It is reported that some of the fishermen who have tried the net thought they had torn up as the trawl hit bottom because of the unusually wide spread.

On the *Carleen F.*, Captain-owner Hollis Forrester has gone from a flat 97-foot trawl to a Western Jib 104-footer, and has reduced engine speed from 900 to 850 rpm. while dragging. His experience is said to be typical, and the designers feel that the Western Jib now has been proved as one of the best net styles developed.

Rebuilding the Hurricane-Damaged Boat

By Capt. Elwell B. Thomas

MANY of the owners of lobster boats, small draggers, party boats, and the like will be turning to as soon as the weather breaks to do some of their own hurricane repair work. The decision as to whether or not to rebuild is a major one, although in many cases repairs are necessary because of the scarcity of replacement boats. However, if the hull shows very serious twists and strains, or if it is discovered that much of it is rotten, then the owner should not attempt to rebuild.

One of the first things to consider in making repairs is whether the keel is damaged, and how badly. It may be possible to scarph in a section, say either the forward or after half of the keel, but the workman should be sure that the keel is of such moulded dimension as to insure a good scarph. Also, in such an operation care must be taken that the scarph is well stopwatered at the rabbet. Of course, if the boat is fitted with a keelson and this is not damaged, then it is much more practical to repair the keel.

In considering the possibilities of rebuilding the keel, the boat owner should carefully ascertain that it is not twisted or hogged. Particularly in fitting a new keel or portion of one, the greatest of attention should be given to cutting the rabbet so that the bevels are right. Care also should be taken in the matter of fastenings of keel to shaft log and deadwood.

Incidentally, while working on the keel, it is a good time to fit it with a worm shoe. This may be of oak from $\frac{3}{4}$ " thick to 2" thick, depending on the size of the boat, or iron or bronze if a really fine job is desired. Some boats in my vicinity have a rather unusual worm shoe in the form of a piece of railroad rail lagged to the bottom of the keel. Of course, the keel must be of such sided dimension as to accommodate the base of the railroad track. A fairing piece of wood is used at each end of the iron, the iron running almost the length of the keel and serving as ballast.

The boatowner should make certain that shaft log and deadwood are still in good shape. If the shaft log is made in two pieces and they have to be replaced, the workman should see that the splines are carefully fitted and that stopwaters also are fitted well. Make certain that the shaft log is bored straight and lines up properly.

If possible, it is well to run the shaft log into the hull far enough to easily install an inside stuffing box, even though the boat has not been so fitted previously. In saying "easily install," I mean that the lower lags or hanger bolts of the box should be easily accessible to a wrench after floors are in and planking is on.

Putting in a New Stem

If a new stem is necessary, then much care is needed there and the rabbet must be carefully cut. Use stopwaters where necessary, and fit the stem knee well. The stem should be an exact duplicate of the old one in profile, in sided and moulded dimension and in every other detail. Frequently a rebuilt boat will, to the experienced eye, show a poorly-fitted stem as the quality of her rebuilding.

In all of the rebuilding work, well-seasoned material should be used, and it should be straight-grained, and as free as possible of knots. It is well to swig up the bolts several times before the job is completed. All surfaces should be well treated with preservative, and a good bedding material ought to be used wherever surfaces of the wood make to each other. Underwater seam compound is good for this latter purpose.



Hauled out for conversion to a lobster boat is this 25' craft recently purchased by Hiram Gerrish of Winter Harbor, Me. She formerly was owned by Clifford Poor, and is powered with a 4-cylinder Jeep engine.

If a new transom is necessary, then I would suggest oak for framing and fashion pieces, but am a bit fed up with oak for planking of the transom. Even though it is well seasoned, oak is still apt to dry out if the boat is idle for any length of time and then leak badly when the craft is first under way, even though the seams are splined. I would rather lean toward yellow pine or mahogany for the transom planking.

If the exhaust runs through the transom, then why not take care of this in the right manner by having the exhaust above the waterline and keeping the outlet above corrosive action and electrolysis. Use a good bronze through hull fitting and a section of hose in the line to allow for vibration as well as expansion.

Framing and Planking

Now we get around to framing, and by all means do not use puny, short frames, but rather reach over a goodly number of plank and give strength approximating the original frame. For short bends it may be well to consider sawing the frame and bending it in double, rather than steaming it with the danger of ultimate cracking. In framing, the job should be done neatly with the frames alongside the original ones rather than placed in helter skelter. The man doing the job should not feel that he has to hurry and put in the ceiling, cockpit floor and such to cover poor work.

Planking, like framing, ought to be done in a workmanlike manner. Learn to take a spiling properly and get the bevels right. The completed plank should go in smoothly and not have to be forced. Also, the caulking seams must be right, and certainly there should be no open seams on the inside.

The planking ought to be of goodly length, and butts should be well staggered. Do not be afraid to rip out enough old plank to put in decent lengths of new. The planks should be long enough to make the finished job look like part of the original, rather than a patch.

Fit the butt blocks so that they will drain and not hold water that may seep down on their tops. This may be accomplished either by making them a little wider than desired and then chamfering the tops so that the inner side of the top is lower than the outer side, or the outer corners of the ends may be chamfered to effect drains.

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Pacific Sablefish Yield Affected by Demand

No evidence of depleted fish stocks found by Pacific Marine Fisheries Commission in research on annual catch fluctuations

THE matter of determining proper regulation in the Pacific Coast sablefish fishery to maintain at least the current yield in the future, is one of the problems now facing the industry. Complications arise from the fact that the fishery is being exploited by both long-line and otter trawl fishermen.

In 1946, the annual Pacific Coast sablefish landings reached about 15 million pounds under the stimulus of World War II and a strong demand for the natural vitamin A yield of the sablefish livers and viscera. Since then, the readjustment of the market and competition from other sources of vitamin A have resulted in average annual landings of about 9 million pounds.

An apparent decline in the sablefish populations on some fishing banks, as reflected in fishing operations and as indicated by preliminary research, prompted the Pacific Marine Fisheries Commission in 1950 to direct its staff to intensify sablefish investigations. Canada and Alaska also participated in the research on this species.

Although the annual California sablefish landings reached their highest peak of a little over six million pounds in 1945, during World War II, the current average annual landings are close to two million pounds, based on the seven post-war years, 1946-1952. Since the annual average pounds per delivery by the longliners has been maintained at a reasonably constant trend, whereas the annual average number of deliveries have not, it would appear that certain economic factors have an effect on controlling the catch, rather than the total catch being regulated by changes in the abundance of the stocks of fish in California.

There is sufficient evidence in a catch analysis of the sablefish fishery in California to indicate that the fishery, during the period 1941 to 1952, has been controlled primarily by what the market will absorb. In the post-war years, 1946-1952, it appears probable that production of sablefish has been limited by quotas and that the fishermen have thus restricted their catches.

Much of Catch Is Smoked

The main support of the sablefish fishery is the smoked product, and processors of this product prefer large fish in order to obtain ample, fleshy cuts. The catch is generally placed in cold storage and withdrawn as needed for smoking. Hence, the cold storage holdings offer a possible index of demand.

Figure 1 shows the total pounds of frozen sablefish held in cold storage in the United States at the start of each year, and the total pounds that were caught in California during that year for the period 1941-1952. It will be noted from this comparison that during the last seven-year period, 1946-1952, there is a fairly strong relationship between the size of the cold storage holdings at the start of a year and the eventual total catch for that year. That is, low cold storage holdings at the start of a year are followed by a higher catch during that year, while high cold storage holdings are followed by a proportionately lower catch for that year.

The five-year period, 1941-1945, cannot be considered as normal because of the effect that World War II had on fishing for nearly all of this period. The greatly increased demand for fresh and salted fish brought on by the war resulted in unduly large landings of small fish that normally would not have been harvested. Cold storage holdings suffered partially because of this, but largely because of inequitable OPA maximum price ceilings that were in effect during the war.

However, in spite of the undue exploitation of the stock on the fishing grounds during the peak war years, the return per unit of effort by the primary fishery (long-lines) has been maintained in the post-war period. This,

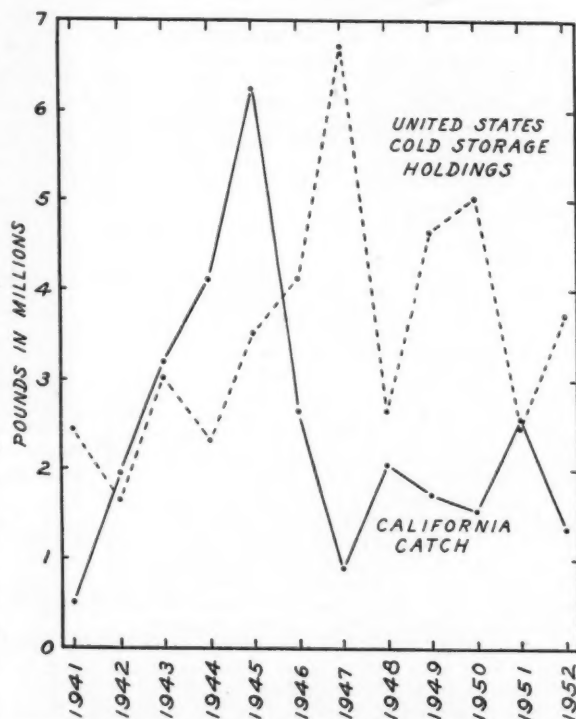


Fig. 1. Total pounds of frozen sablefish held in cold storage in the United States, at the start of a year, and the total pounds of sablefish landed in California, during a year, for the years 1941 through 1952. The graph shows that during the postwar period of normal conditions (1946-1952), low cold storage holdings at the start of a year were followed by a higher catch during that year, while high cold storage holdings resulted in a proportionately lower catch for that year.

combined with the relationship between catch and cold storage holdings during the same period, lends support to the conclusion that the size of the seasonal sablefish catch has been governed primarily by economic demand, rather than by the abundance of the stocks on the fishing grounds.

Prevailing prices to fishermen likewise affect the catch. That is, in general, a high catch is associated with a high price and a low catch with a low price.

Another economic factor that may materially influence the catch is the volume of annual shipments into California. For the years 1950, 1951, and 1952, these imports amounted to 21 percent, 12 percent, and 40 percent of the respective California total catches for those years. Although it is obvious that imports of the magnitude represented in 1952 can have an effect on the local catch, still the effect may be compensatory. In some years, the imports may be offset by exports.

No evidence was found to indicate a depleted condition of the stocks of sablefish in the Northern and Central California regions. The annual fluctuations in the catch are associated with demand. An inter-relationship of the coastwise fishery is indicated.

Washington and Oregon Sablefish Fisheries

Though the Washington and Oregon sablefish fisheries are of very different magnitudes, their character and the

(Continued on page 30)

"Miss Pamlico"

Has Successful Trial Run

68-ft. shrimper is first delivered this year by North Carolina yard

"SHE turns on a dime and stops like she's got hydraulic brakes," said Capt. T. O. Hudgins when the *Miss Pamlico* made her trial run. The 68' Hatteras Trawler, built by the Morehead City (N. C.) Shipbuilding Corp. for Capt. C. M. Muse of Pamlico, is now fishing under Capt. Hudgins' command in Southern waters.

The trawler made the run from the Morehead City Port Terminal to the Cape Lookout lighthouse in fast time and with a minimum of vibration. Then Cicero S. Hardison, shipyard superintendent, put her through her paces in a choppy sea. The boat was delivered a few days after the trial run and started within twenty-four hours for Southern shrimp beds.

Owner Muse is a veteran fisherman, well known along the Atlantic Coast. Capt. Hudgins, his son-in-law, has had an unusual amount of successful fishing experience for one of his comparative youth.

Miss Pamlico was the first Hatteras Trawler delivered by the Morehead City Shipbuilding Corp. in 1955. The boat is powered by a 205 hp. General Motors 6-110 Diesel, with a 4½:1 reduction gear. The propeller is a 52" diameter, 42" pitch Columbian turning on 3" bronze shaft. The inboard shaft is 3" and of finished steel, and there are two 3" Dodge steady bearings. The boat is equipped with a Walter keel cooler.

She has Onan generating set with 32-volt, 1,500-watt output, and four Surrette batteries of 8 volts each. There are three bilge pumps, including a 1½" gasoline-driven Marlow pump; a Jabsco belt-driven pump with clutch; and a Jabsco chain-driven pump without clutch.

The vessel carries 3,600 gallons of fuel in four tanks. There is a 55-gallon lube oil storage tank and a 14-gallon gasoline tank to take care of the bilge pumps and light plant. The fresh-water tank has a capacity of 600 gallons.

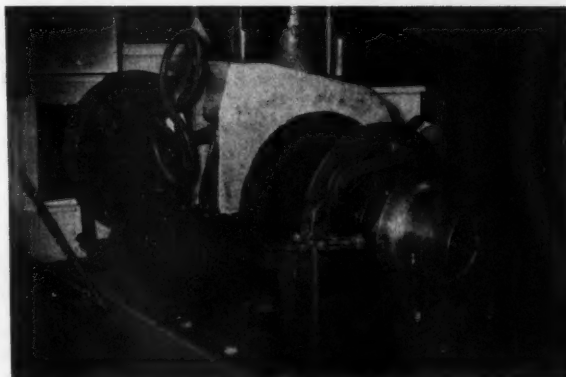
The captain's quarters contain 2 bunks, and there are 2 in the crew's quarters. The galley is fitted with a 4-burner Willis gas stove, sink and pump.

Miss Pamlico is equipped with a 76-B, 50-watt Apelco radiotelephone, Bendix DR-9 depth recorder with 100-fathom range and 5" White compass. There is 600' of 1½" anchor rope, and a One-Mile-Ray search light. On the deck of the *Miss Pamlico* is a standard Hathaway hoist

Equipment on "Miss Pamlico", showing left to right: Onan generating set and 32-volt Surrette batteries, Bendix depth recorder just aft of wheel, General Motors 6-110 Diesel, 50-watt Apelco telephone in captain's quarters.



The 68' shrimper "Miss Pamlico" leaving the Morehead City (N.C.) Shipbuilding Corp. dock on her maiden voyage. She is owned by Capt. C. M. Muse of Pamlico.

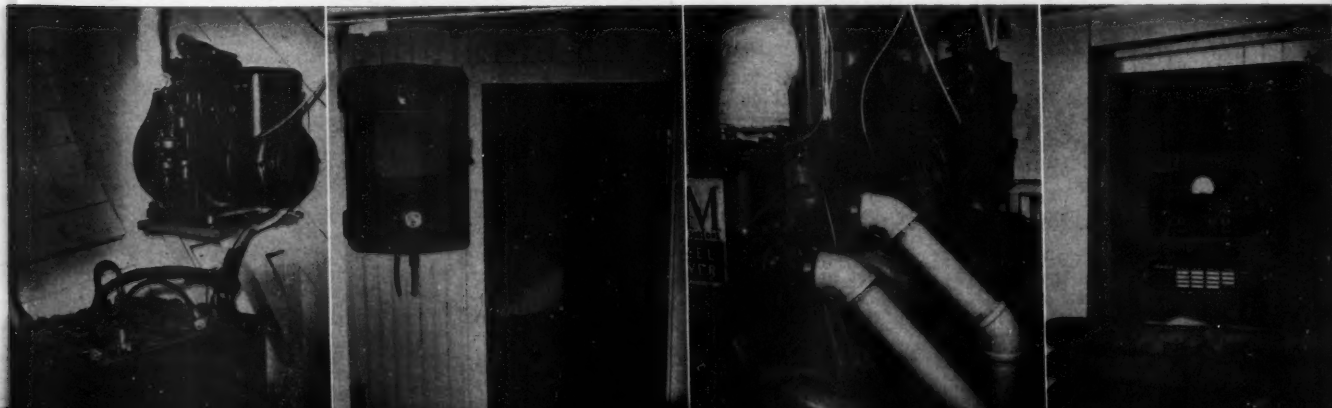


The Hathaway hoist on "Miss Pamlico's" deck has two 900' spools winding 7/16" Wickwire wire rope.

with two 900' spools carrying 7/16" Wickwire wire rope. There also is 600' of ¾" try-net cable.

Like all Hatteras Trawlers, *Miss Pamlico* has a one-piece keel of 10" x 12" hard pine, 55' long. The stem is of one-piece 8" x 12" white oak, bolted to the floor foot knee, with ¾" galvanized carriage bolts. The frames are of steam bent 2½" x 4" white oak, with lengths to suit each station, spaced 12" center to center. They are bolted to the floor timbers with two ½" carriage bolts.

The entire ship is caulked with one strand of cotton caulking and payed with cool seam compound. Extra heavy beams, planking, and framing, with through-bolting throughout the vessel, make the Hatteras Trawler exceptionally seaworthy.





50' fishing tug "McDonald Bros.," owned by McDonald Bros., Washington Island, Wis., and powered with a 90 hp. Kahlenberg engine.

Great Lakes Ice Fishing Season Gets Under Way

On Lake Superior some ice fishing in bay areas already has begun, with fair catches of lake trout by the "bobbing" method, while open water netting was producing only light takes. Whitefish hauls were generally light, with a few exceptional catches.

Fishermen in Duluth, Minn., Cornucopia, Bayfield, Washburn, Ashland and at other ports in the Apostle Island area of Lake Superior in Wisconsin waters have laid up some of their fishing tugs for the winter.

At Portage Entry, which includes Hancock and Chassel netters, catches of whitefish, herring and lake trout were generally light, as they were in the Marquette, Munising, Mich. area. Off Grand Marais and in the Whitefish Bay area catches were somewhat better, while the Canadian producers were doing relatively better yet.

Catches along the east shore of Door Peninsula, Washington Island, Garden and Fayette were excellent. On Bays de Noc, where ice was still dangerously thin, commercial ice netters were taking small scoops of smelt in nets, while in the open-water netting operations, whitefish, chub and perch yields have been ranging from poor to fairly good. Carp, which concentrate in southern Green Bay area about this time of year, seem to be abundant.

Perch are plentiful in many areas, with Waukegan, Ill. and Chicago reportedly getting fair commercial takes. Along the eastern shore of Lake Michigan, perch takes probably made up the major yields, while some walleyes and fair takes of chub were had.

On Lake Huron in northern areas some light takes of whitefish in commercial quantities were being made and herring yields were not too bad, while commercial fishermen on Saginaw Bay out of Bayport, Mich., particularly, were out for smelt and perch on "thin" ice. In the southern area of Saginaw Bay, late in February, a run of catfish is predicted by veteran fishermen.

Lake Erie ice fishing operations are under way and scattered reports indicate catches have been fair. Most of the commercial operators have laid up boats for winter repairs and overhauling.

Michigan to Observe Fish Week

Charles Salasnek of Detroit advised recently that the fishing industry of Michigan expects to put on "Michigan Fish Week" from March 13 through March 19. The industry has been assured by the Governor at Lansing and the Mayor of Detroit that proclamations will be issued establishing Fish Week.

Producers Association Discusses Lamprey

The Michigan Fish Producers Assoc., assembled for a three-day meeting at Traverse City last month, heard a government official express hope that control methods now used will halt sea lamprey increases in Lake Su-

perior. Bernard Smith of the Fish & Wildlife Service said his department hopes to extend its lamprey war methods into the western end of Lake Superior next year. He added it also hopes to have 17 more electric shock wires operating in Lake Michigan next spring.

Dr. Paul Eschmeyer, also a member of the Service, reported that work continues on the goal of maintaining trout stocks in Lake Superior and restocking Lake Michigan where lake trout have virtually disappeared.

The sea lamprey soon will become a topic of Senate debate. It was reported recently that the White House will send to the Senate for approval a Canadian-American treaty that will bring about a joint war on the deadly parasite.

Agree on Sandusky Bay Law Revisions

After more than a decade of wrangling, commercial and sports fishermen in Sandusky Bay, an arm of Lake Erie, have agreed to law revisions to meet their separate problems. The bill was introduced in the Ohio House and appeared to end the fight which had embroiled citizens fishing the same waters. Several attempts have been made in the past by sports fishermen to drive commercial fishermen out of the bay.

The proposed law would establish a band about one mile wide down the middle of the bay in which commercial fishermen could not lay their nets. This would permit fish to enter and leave the bay — unless caught by hook-and-line fishermen.

Trying to Beat Great Lakes Gales

In a specially-constructed water tank at the University of Michigan's lake hydraulics laboratory in Willow Run, two researchers are trying to find a way to beat the gales on the Great Lakes which take a heavy toll each year. Sponsored by the Michigan State Waterways Commission, F. Brater, professor of Civic Engineering, and Leslie D. Stair, his associate, are finding new ways to lick the stormy lakes.

The Waterways Commission is putting their research into practice by building a string of "harbors of refuge" every 30 or 40 miles along the Lake Huron shore. Brater and Stair build small models of the Lake's shoreline in their water tank. Then they extend breakwaters into their simulated lake. Finally the test comes when their wave making machine creates storm conditions.

Models already have been tested for areas around Port Sanilac, Port Austin, Hammond Bay and Harrisville on Lake Huron.

Herring Attacked by Lampreys

The first instance of herring being found scarred by sea lampreys in Lake Superior waters near Marquette, Mich. was reported recently to the Fish & Wildlife Service headquarters at Marquette.

Emil Tormela, Marquette fisherman, turned over to headquarters a scarred herring he had caught in a net set off Gull Rock. A few days later he took three more scarred herring. Lampreys were attached to two of the fish. In both cases, the lampreys had migrated into Lake Superior from streams this fall. Fish & Wildlife officials said the only other place on Lake Superior from where reports of lamprey scarring had been made previously was Whitefish Bay near the eastern end of the lake.

It also was reported that lamprey scarring of lake trout checked at Marquette during November had jumped sharply over totals for same month of previous year.

New Process to Make Flour out of Fish

Two Illinois chemists have announced a new process by which they make flour out of fish. They are R. K. Finn, assistant professor of chemical engineering at the University of Illinois, and Ezra Levin, president of the Vibin Corp., of Monticello, Ill.

The men told of their discovery at a meeting of the American Institute of Chemical Engineers, and said it would be a boon to undeveloped countries near waters where fish abound.

Maine Lobstermen Oppose Change in Lobster Size

Nearly 100 delegates and officers of the Maine Lobstermen's Association met recently in Rockland to discuss a variety of problems associated with the lobster fishing industry. One of the first items to be considered was that of proposed changes in the measurement of legal lobsters in the state of Maine. Delegates were against changing the lower gauge from three and one-eighth inches to three and three-sixteenths which would match the measure in use in Massachusetts. It was decided to poll the members of the association before definitely going on record as opposing the proposed legislation.

Sea and Shore Fisheries Commissioner Tupper spoke to the group of the need for increasing the market for lobsters, especially the smaller size which is not legal for marketing in the Massachusetts area. Tupper stated that a comparatively small amount of advertising was being done to expand the lobster market.

The delegates took action on the by-laws prepared for the association and approved them, with the addition that retired lobstermen might become members of the group. Dragging for lobsters in off-shore areas was discussed and tabled pending a report from the fisheries department.

Members of the group voted to give official endorsement to legislative proposal which would exempt lobster trap material from the state sales tax. They also were in favor of a bill requesting funds to add 10 additional wardens to the staff of the Department of Sea & Shore Fisheries.

Strong approval was voiced of the legislation to be proposed shortly by Leroy McCluskey of Warren, setting up a vocational education program which would provide instruction in fishing techniques, marketing procedures and navigation and seamanship.

A representative of the lobster fishermen appeared before the Sea & Shore Fisheries Commission last month to request the appeal of a regulation closing Cumberland County waters to the taking of crabs during certain seasons of the year. The regulation closes the area to such fishing from December 15 to March 15.

To Conduct Herring Investigation

Keith A. Smith of the Fish & Wildlife Service arrived in Boothbay Harbor recently to initiate a new program of exploration for young and adult herring. Present methods of catching herring will be studied, and experimental fishing will be conducted in addition to developing more efficient fishing methods. The work will be carried out in close cooperation with the Service's branch of fishery biology, which will make studies on the life history, migration and age composition of the herring stocks.

A ship, fully equipped for scientific purposes, will be



Frank H. Finnerty, Peaks Island, Me. lobsterman, painting his boat.

based at Boothbay Harbor for use in the studies. The 97 ft. Theodore N. Gill is coming from Brunswick, Ga., and it is planned to use the craft for exploratory and biological work on the sardine in the Gulf of Maine.

New Lobster Trap

L. True Spear of Rockport has recently developed a new type of lobster trap. After using what he considers complicated knitted pot-heads and netting in conventional traps, he developed a single door trap which also happens to be a one-way door.

It consists of a series of stiff wires which can be pushed aside for the lobster to enter, but the crustacean never figures on having to pull them back to get out.

Spear fished ten traps last year—three of his own and seven of the conventional type—and as far as he could tell he got just as many lobsters out of the one-way door trap as he did from the others.

Maine Sea Foods Sold

Maine Sea Foods, Inc., engaged in the wholesale ground-fish business in Portland for 16 years, has sold its plant at the end of Brown's Wharf to Commercial Fish, Inc. Commercial Fish, employing eight men, moved into its new quarters early last month.

Ralph W. Hanscomb, head of Maine Sea Foods, was in the lobster business at Rockland 16 years before coming to Portland. He still is operating three fishing boats.

Warren Higgins and Jerry Dadiago formed Commercial Fish, Inc. nine years ago, the latter being president. Both started in the business as fish cutters.

Sardine Promotional Campaign

An extensive mid-winter national advertising and promotional campaign, with emphasis on the big fish-consuming Lenten season, was inaugurated by the Maine Sardine Industry on January 26.

The industry will tell the story of its products, several times daily, over more than 100 radio stations in 45 key markets and through the advertising columns of 30 metropolitan Sunday newspaper supplements, five large circulation consumer magazines and leading retail grocery trade and public feeding publications.

Executive Secretary Richard E. Reed said that a continuous barrage of sales messages, designed to reach millions of consumers in every state in the Union and Northern Mexico, would run for nine weeks.

Seeks Clam Management Program

In speaking before the Legislative Appropriations Committee, Robert L. Dow, Sea & Shore Fisheries research director, said that since 1946 clam production has dropped from 9,800,000 lbs. to 3,650,000 lbs. a year. He stated that clam production will continue to dwindle until many areas are entirely non-commercial unless a management program is started soon. He asked for an appropriation of \$83,000 for the next two years to start such a program.



Glendon Lowe of Corea, Maine, with a basket of lobsters.

Rhode Island Opens Leased Oyster Beds to Quahaugers

More than 1,500 acres of privately-leased oyster beds in Narragansett Bay, closed for many years to quahaugers, were opened on January 28 to hand rakers and tongers. Only 300 acres of oyster beds will remain under lease. The 300 acres are in the Warren River and are under lease to the Warren Oyster Co.

The bay beds were ordered opened to quahaugers as a result of an opinion received from the office of Atty. Gen. William E. Powers, who ruled that he could modify existing oyster bed leases so long as the grounds were not being actively used for cultivation of oysters. The opened oyster areas are largely off the Longmeadow shore of Warwick. Smaller parcels exist off Nayatt Point in Barrington and on both sides of Prudence Island.

Bill Would Allow Dredging in Sakonnet River

Legislation to permit quahaug dredgers to operate in the upper portion of Sakonnet River passed the House of Representatives last month on recommendation of the fisheries committee. The committee changed the bill to keep dredgers from operating too close to the shore in the new area. They could not get closer to the Tiverton shore than a line running due south from Buoy No. 10.

Dredging would be permitted in the area until March 31, unless Conservation Director John L. Rego saw fit to close it sooner for conservation reasons or for abuses by dredgers operating out of bounds.

Scallop Take Small

Statistics show that the 1954 Rhode Island scallop season was one of the worst, with only 92 licensed fishermen bringing in 5,230 bushels of the shellfish. In the previous year 234 licensees brought in 30,067 bushels, with 83 other fishermen who did not make any returns, indicating a total catch of approximately 40,730 bushels.

Hand Diggers Oppose Opening Bay to Dredgers

Opening of Narragansett Bay to quahaug dredgers, as proposed by John L. Rego, State Agriculture and Conservation Director, would force hand diggers out of business by glutting the market, according to the Narragansett Bay Handrakers Assoc. William R. Nolan, president, said 65 members of the association recently voted to ask Rego to discuss the plan with them.

Rego has said he favors passage of legislation opening specified bay areas to dredge boats, which could profit from quahaugs hand fishermen cannot reach.

Georgia Shrimp Season Closed in All Waters

Shrimp fishing came to a close on December 31 for the third year of the mandatory winter shut-down required under a 1951 act of the Georgia Legislature. The closed season will continue until March 15, and is designed to protect tiny shrimp.

Under the law, which has met surprisingly favorable acceptance in its first two years, shrimpers are barred from trawling in all waters controlled by the state. Thus the ban applies also to outside waters off the beaches, to a distance of three miles.

Appointed to Fish Commission

James A. Goethe of Savannah will become the representative of coastal counties on the Game and Fish Commission in the administration of Gov. Marvin Griffin. Goethe will succeed Fred Beasley of McIntosh County as the special coastal representative on the commission. Also on the commission will be Luke L. Couch of Lexington to succeed Leonard B. Bassford, Augusta.

Gloucester Fishermen to Fight Anti-Seining Bill

Strongly against a proposed anti-seining bill, a gathering of more than 70 crew members and skippers last month formed a committee to attend a hearing on the bill February 2 in Boston.

Present at the meeting besides the crews and their skippers were Ray Kershaw, business agent for the Gloucester Whiting Assoc.; Manuel F. Lewis, agent for the Gloucester Seafood Workers Union; John DelTorchio, vice-president of the Gloucester Fisheries Assoc.; and C. Richard Clark, attorney for the Gloucester By-Products, Inc.

Record Whiting Catch for Year

The port of Gloucester had the biggest whiting and trash fish year in 1954 that it has had in its 331-year history. The food fish landed in 1954 was worth at least \$12 million, and amounted to 171,205,000 lbs. Trash fish landings were 58,594,000 lbs.

Fourth Proposal to Build Freezer

The Quincy Market Cold Storage & Warehouse Co. of Boston has secured options on properties along Rowe Square and Pew Court and also a portion of the Pew plant of Gorton-Pew Fisheries. They would build a 12-million lb. freezer on the site if they could get all the property they require.

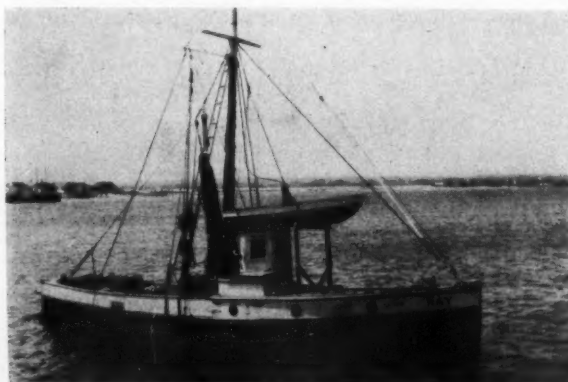
This is the fourth freezer proposal for Gloucester in the past few months. The others are by O'Donnell-Usen Fisheries, Merchants Cold Storage & Warehouse of Providence, R. I. and the Gloucester Ice & Cold Storage. These three called for freezers of 10 million lbs. capacity.

Fisheries Association Opposes Tariff Cut

The Gloucester Fisheries Association on January 26 went on record against giving Pres. Eisenhower authority to cut tariffs on fish fillets and fish sticks; against the anti-seining bill which would prohibit seining for pogies in waters within one mile of the shore between Gurnet Light and Cape Cod Canal; and in favor of asking that two Gloucester men be appointed to the advisory committee for the Saltonstall-Kennedy bill.

Record Customs Receipts

The Gloucester office of U. S. Customs reports that 26,994,000 lbs. of imported fishery items, at least half of which were frozen fish blocks, were brought into the city in 1954 by rail, trucks and vessel. A total of \$542,092 was collected by the Customs Office during 1954 from duties on the imported fish, making this the biggest financial year in the history of the local office.



The "Ray", 41' dragger owned by Capt. E. Russell Champlin of Block Island, R. I. She is equipped with 75 hp. Lathrop engine, Hawthay hoist and American "Tiger Brand" wire rope.

Florida Committee Suggests Changes in Conservation Board

A joint state legislative interim study committee proposed last month that the name of the State Board of Conservation be changed to the Florida Salt Water Fisheries Commission and that the seafood industry be given a larger voice in the agency's operations.

Sen. C. H. Bourke Floyd of Apalachicola suggested that the conservation director be named by the State Cabinet and that a board composed of seafood industry representatives be created to function as a policy-making organization.

Members of the study group agreed that the name of the conservation board should be changed to make it more distinctive as a salt water fisheries agency, separate from fresh water sports fishing. Committee members said more funds are needed for research in seafood marketing and production.

Seek Funds for Red Tide Studies

A special Florida House red tide study committee last month was asked to help obtain \$280,000 in state funds to fight the red tide. The committee itself told research agencies to swap more notes on their research efforts.

Spokesmen for the University of Miami marine laboratory told the committee it would like to have \$250,000 for the next two years beginning July 1 to work on the red tide. University of Florida scientists asked for \$30,000 for the same period.

Testing Sound Gear for Locating Shrimp

The exploratory vessel *Pompano* left Miami on January 12 on an extended gear research cruise to the Key West area. It is expected the vessel will return in March.

Principal objective of these operations is field testing with experimental sound gear to determine the practicability of detection and location of shrimp by means of passive listening devices. Underwater television equipment will be used in conjunction with underwater sound gear in an attempt to learn more of the behavior of shrimp in their natural habitat.

Ask Subsidy for Sponge Industry

The Tarpon Springs City Commission was to be asked last month to support a petition to Pres. Eisenhower bidding for a federal subsidy for the Florida sponge industry. The value of Tarpon Springs sponges dropped from 3½ million dollars in 1940 to \$800,000 last year.

Fishermen Rescued by Helicopter

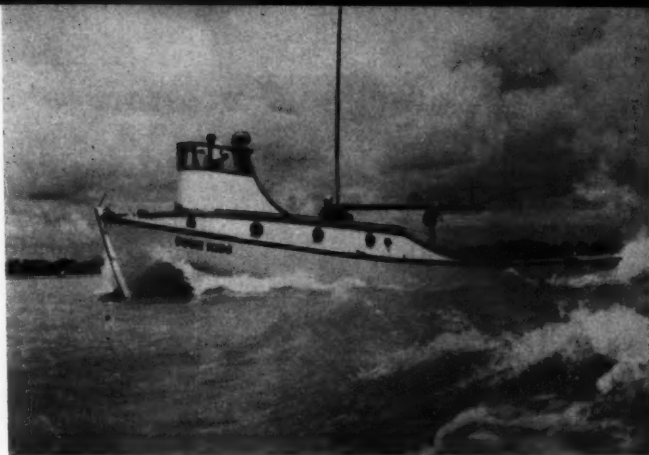
The 68-ft. fishing boat *Kim Two*, owned by Robert A. Wilson of Tampa and in command of Capt. Ester L. Taylor, also of Tampa, ran aground off Egmont Key and was smashed to pieces by high seas last month. A Coast Guard helicopter rescued the three fishermen who were aboard, shortly before the vessel started to break up.

Named to Conservation Post

Gov.-elect LeRoy Collins announced recently that Ernest Mitts of Fort Myers will serve as conservation director during his administration. As conservation director, Mitts will administer and enforce Florida's salt water fisheries code. He replaces Charles Bevis, also of Fort Myers.

"Lonnie Dale" Sinks in Gulf

The 76-ft. Tampa shrimp boat *Lonnie Dale* sank in the Gulf of Mexico late last month, but all three men aboard were saved by a companion vessel. The rescued men were Sam Vona, Tampa, owner and skipper of the *Lonnie Dale*; Lonnie Shell, of Winter Haven and Charles McDaniel of Tampa.



47' fishing boat "Four Kids", owned by Kirvin Bros. Seafood, Apalachicola, Fla.

Virginia Scientists Working On Shad Prediction System

William H. Massman of the Virginia Fisheries Laboratory at Gloucester Point believes that eventually it will be possible to predict three or four years in advance what the catch of shad will be. "It will be necessary to accumulate records for several years," he emphasized, "before we can make predictions which are dependable. The success of our prediction system rests largely upon the records accurately supplied by the fishermen."

Massman pointed out that such a prediction system as this can mean more dollars for the fishermen. "In years when an unusual number of shad are expected in the river, fishermen may make extra preparations to take a large catch," he suggested. "On the other hand, if few fish are predicted, the wise fisherman will save by not making heavy investments in new nets and other equipment."

The shad run in the York, Pamunkey and Mattaponi Rivers during the spring of 1954 was about equal to the 1953 run, according to Massman. In these three rivers 176,000 shad were landed last season.

Navy Seeks Information on Fishing Operations

Capt. Chas. B. Martell, U. S. S. Mississippi, Naval Base Branch, Norfolk 11, Va., has requested information pertaining to off-shore fishing operations, winter and summer, generally between latitude 37 degrees to 38 degrees and as far out as 100 miles. The Navy is engaged in experimental firings in this area and is seeking information as to the probable routes and locations of fishing vessels.

Preparing for Spring Season

January was a month of activity for the crab potter and the pound fisherman. Fishermen were mending and tarring nets, getting them ready to put out sometime in February or the first week in March, and they were busy making crab pots for spring and summer crabbing.

After New Year's, the price of oysters in the Tangier and Crisfield markets dropped considerably—from \$4.50 to \$2.25 a bushel. But late last month the prices were on the rise again.

Crab dredgers in the Cape Charles area and in the mouth of the Potomac River were not doing as well last month in their daily catches. But they were getting good prices—as much as \$14 a barrel.

Hampton Roads Area Landings

During the month of January fish production in the Hampton Roads area amounted to 2,815,500 lbs., which was 1,381,200 lbs. more than during December. Scup led in landings of various species, with 1,331,300 lbs., and sea bass was second with 890,100 lbs. There were no pound net landings during January.

North Carolina Processors Eligible for Tax Refund

Eight Carteret County residents attended a meeting of the North Carolina Fisheries Association last month at New Bern, at which time it was announced that commercial fishermen are exempt from state sales tax on certain items essential in their business if they are engaged in any phase of food fish processing.

Fish dealers who already have paid their taxes have been notified that adjustments will be made. Individuals affected must present their cases to the tax commission.

Other action taken at the meeting included election of the following officers: President, E. H. Holton, Vandemere; Vice-President, T. B. Smith, Davis; Secretary and Treasurer, Geo. B. Garner, New Bern. Eleven new members were admitted to the Association.

New Menhaden Boat Launched

The newest craft in the Beaufort By-Products Co. fishing fleet was launched last month at the Williston Boat Works, Williston. The *Bogue Sound*, a 72-ft. vessel for inside menhaden fishing, is now at the Beaufort fisheries for complete outfitting. She is expected to start fishing in May.

The craft is powered with a Caterpillar 170 hp. Diesel. She will carry a crew of 15 with Eugene Dudley of Lenoxville as captain.

Make Good Flounder Catches

About 75 ocean trawlers, temporarily weather-bound at Oregon Inlet Fishing Center early last month, were making phenomenal catches of fish, mostly flounders, in waters off the Dare coast. Capt. Toby Tillett who has the National Seashore fishing center under lease stated that some of the largest flounders he had ever seen, had been caught by the trawl fishermen.

Hurricanes Affect Oyster Production

In a report of commercial fishing operations along the coast of North Carolina for the six-month period of July-December, C. G. Holland, acting fisheries commissioner, reported that despite the hurricanes 57,730 tubs of oysters were harvested, against 89,443 tubs for the similar period in 1953. Also off was the shrimp harvest, there being 4,198,600 lbs. of headed shrimp taken against 5,514,400 lbs. in 1953. Clams also decreased, with 2,450 bushels, compared with 6,020 in the last half of 1953.

Soft crabs and hard crabs increased, however, with the catch of soft crabs amounting to 6,570 dozen against 450, while hard crabs caught totaled 33,750 barrels against 10,550 barrels during the last half of 1953. Scallops caught totaled 2,215 gallons against 4,850 gallons.

Finfish production totaled 9,802,000 lbs. against 8,585,000 during the last six months of 1953. The menhaden catch was 173,747,000 against 176,714,000.

Would Exempt Small Boats from Tax

Twin bills aimed at cutting the license fees of the small fisherman who uses an outboard motor boat in his work were introduced in the House and Senate recently. The measures would exempt motor boats of 20 feet or less in length from a per-foot tax imposed by the 1953 General Assembly on commercial fishing craft.

Joins Morehead City Shipyard

Capt. John R. Alexander, U. S. N. retired, has joined the staff of the Morehead City Shipbuilding Corp., in the capacity of Consulting Engineer. Capt. Alexander is a mechanical engineering graduate of Texas A. & M. He also graduated from the Condensed Naval Marine Engineering Course at the U. S. Naval Academy and the Submarine School at New London, Conn. He has had a record of distinguished service with the Navy during two World Wars.



Menhaden boats of Smith Meal Co. using Greenport, N. Y. as a week-end base.

New York Lifts Ban on Taking Shelter Island Bug Scallops

At the request of the L. I. Fishermen's Assoc., Louis A. Wehle, the newly-appointed New York State Conservation Commissioner, has made it possible for about 40 of the Eastern Long Island baymen to catch and market bug scallops in Shelter Island Sound which, attacked by a fungus growth, would otherwise have died. Edibility of the scallops is not affected by the fungus.

The baymen, realizing that the bug scallops in the mile-square-area were doomed, sent N. Griek of Sayville, secretary and treasurer of the Association, to Albany to explain the situation to the new head of the Conservation Department. The Commissioner and a group of about ten shellfish experts boarded the fishing boat *Fish Hawk* owned by Pell Bros. of Greenport and cruised to Shelter Island Sound where scallops were dredged from the infected area and examined. After a thorough study of the specimens, the commissioner ordered the ban lifted immediately on the infected area.

John H. Matthews

One of the country's foremost authorities on commercial fisheries, John H. Matthews, who began his career in the industry in 1896 in New York City, died in Brunswick, Maine, last month. At the time of his retirement in 1950 he was with Chesebro, Robbins & Graham of Fulton Market.

Mr. Matthews had devoted a lifetime to the study of marine life and the development of the fisheries industry, and was a pioneer in a movement to coordinate the industry on a national scale.

He had been a director of the New York Fishery Council, which he helped found; executive manager of the Middle Atlantic Fisheries Assoc.; a member of the executive committee of the National Fisheries Institute and a member of the American Fisheries Society.

Mr. Matthews had been working on a book on the development of commercial fisheries in the United States. He had one of the best collections of books in existence on marine life and the fishing industry. The library is to be presented to the National Fisheries Institute in Washington.

George Mikkelsen

George Mikkelsen, president of the Oluf Mikkelsen Co., marine suppliers, New York City, died last month at the age of 44. Mr. Mikkelsen was a founder and former president of the New York Marine Trades Assoc. and a member of the National Assoc. of Engine & Boat Manufacturers and the American Power Boat Assoc.

California Bills Would Limit Anchovy, Yellowtail Catches

Representatives of commercial and sports fishing groups meeting in Sacramento on January 11 agreed on legislative proposals to conserve anchovies and yellowtail tuna. It was reported to be the first time that the two interests had come to an amicable agreement.

Both parties also agreed to push their fish measures through the State Legislature. The proposals would place a commercial bag limit of 21,000 tons on anchovies for the 12 months beginning July 1 and a limit of 35,000 tons for the following year; a size limit of five inches on the anchovies, with a tolerance of 25 per cent; and limit the State yellowtail catch to 3000 tons a year.

Named President of Cooperative

Nick Felando, skipper of the purse seiner *Treasure Island*, is the new president of the Fishermen's Cooperative Assoc. He replaces Tony Barcott, newly-installed secretary, who held the presidency for several years.

Other officers are Andy Raskin, vice-president; Joe Randazzo, treasurer; and Tony DiLeva, Carmen Di Massa and Joe Califano, directors.

Makes Quick Tuna Trip

Skipper John Zankich brought his *Western Monarch* back to San Pedro Harbor just before Christmas with 100 tons of Mexican tuna on one of the quickest trips of the year. It took his purse seiner only eight days to sail to Guadalupe Island, make three sets, and return home. One-month-long trips are commonplace for the tuna fleet.

Eureka Fish Catch for Season

Totals on the season's catch for Eureka in 1954, according to the Fish & Wildlife Service report, were as follows: Salmon, May to August, approximately 1,127,000 lbs.; albacore, July to November, approximately 55,000 lbs.; and crab, December to July, an approximate 1,207,000 lbs.

During the year, some 300 boats engaged in fishing in local waters. The total includes boats from other points, such as Seattle, Monterey and San Francisco. Approximately 100 local boats were said to have participated in the season.

The year 1954 was an average one for packaging and processing operations at Eureka fish companies, according to managers of the firms. Although deliveries to local companies were reported to be considerably lower on albacore, crab and bottom fish, some spokesmen said pro-

Ike Price, engineer on the San Diego, Calif. tuna boat "Pacific Queen", points to ammonia pipes which developed some leaks and were repaired with Narm-weld, a new kit for permanent emergency repairs. Skipper and owner of the 71' vessel is Tom Carnaglia.



duction in general was about on a par with the previous year.

Record Tuna Receipts

Final tuna figures for California show that canneries received 206,000 tons during 1954—easily topping the 1950 all-time high of 191,500 tons. San Pedro got more than 120,000 tons in the year and 10,050 tons in December—both totals setting new records for the Southern California harbor. Included in the State-wide record total were more than 45,000 tons of imported frozen tuna.

The estimated pack of canned tuna in California during 1954 was about 9,250,000 cases. This breaks all previous records for tuna receipts and case pack. As compared with the previous record year of 1953, when 8,278,700 standard cases were packed in California, the 1954 pack indicates an increase of 12 per cent.

Agree on Price for Crabs

The question of determining a price for crab in Del Norte was settled January 12 with the final fishing companies approving the 14-cent demand by crab fishermen. West Coast Crab Co., which agreed first to the 14-cent price, was followed by the California Shellfish Co., La Rocca, Marine Packers, the Paladini and Lazio firms. The price previously offered by the companies was 11 cents.

The seas were reported heavy with crabs. Sam Mattola, buyer for the West Coast Co., said the crabs were of medium quality, but meaty.

In spite of the fact that the price was set, boats were prevented from fishing much because of stormy weather, and landings remained small. According to Irving Daniels, wharfinger at the Eureka Small Boat Basin, a boat bringing in one of the larger catches after settlement of the price dispute was the *Nord*, Capt. Fred Shipman, which delivered about 3,000 lbs. to La Rocca's at Fields Landing. About 60 boats were participating in the season at Eureka.

Some of the Eureka crab boats have gone to Trinidad for the season, including the *Mary C.*, owned by Ted West, fishing for the Weissich Company. Prior to establishment of a price in Eureka, most of the crab deliveries to local companies were made from Trinidad.

Fishermen at Coos Bay were reportedly doing well. A local boat crab fishing there is the *Pacific Belle*, owned by Harold Christensen.

Sardine Pack Nearly Finished

The California sardine pack was about finished the middle of last month. Total landings of 63,800 tons for the season to January 11 will supply about 1,400,000 cases. While the pack was only 25 to 33 per cent of those California units to make, it did help relieve the famine of this item.



The 50' troller "Defender" at Crescent City, Calif., owned by Capt. Matt Korpi and equipped with 125 hp. Buda engine with 3:1 Twin Disc reduction gear, Metal Marine Pilot and Plymouth rope.

Oregon Salvages Migrating Salmon at Oswego Creek

Fish salvage operations conducted during late October, November and early December at Oswego Creek resulted in the capture of 127 adult silver salmon, according to the Oregon Fish Commission.

Both last year and this year, mature silvers destined for the Tualatin River were side-tracked into Oswego Creek by the attraction of Tualatin River water which is diverted through Lake Oswego. The migrational short cut is cut short though just below the Lake Oswego dam by a falls which is a barrier to the fish.

To remedy the situation, biologists net the fish and move them via tank truck to the Fish Commission hatchery at Sandy. This year, however, 19 of the spawners were trucked to the Tualatin River and allowed to continue upstream. At the Sandy hatchery the fish are spawned artificially and the resulting fry are reared to liberation size.

Most of the fingerlings are returned to the Tualatin system. The Fish Commission said some of the young salmon of Oswego Creek parentage have been stocked in the Yamhill River system where no silver run now exists.

New Fish Plant to Locate at Empire

Snider Brothers Fisheries have announced plans to move company headquarters to Empire from their present location in Eureka, Calif. A fishery and processing plant will be constructed along the Empire waterfront, and is expected to be in operation this summer. Later on facilities for wholesale and retail outlets will be built.

Three or four men will be employed at the new plant besides approximately 25 women who will process the crabs and fish. Crabs, salmon and bottom fish will be bought from fishermen and processed in the plant. The company has been buying crabs and fish during the last several years from fishermen in the Coos Bay area, and shipping them down to Eureka for processing.

Steelhead Fingerlings Liberated

An established run of steelhead in the middle fork of the Willamette River could result from steelhead fingerling liberations made by the Oregon Fish Commission during the past year. No natural run of steelhead now occurs in the Middle Willamette.

Irvine French, director of Fish Commission hatcheries, announced recently that 80,000 hatchery-reared steelhead have been released in the Middle Willamette above Springfield. Heavier liberations also were made in the Middle Willamette last spring.

French stated that 100,000 young steelhead were released last month in the Santiam River system. This particular group of fish was marked by the removal of certain fins. Recovery of the marked steelhead as adults will form the basis for estimates of the percentages of fish taken by sport and commercial fishermen.

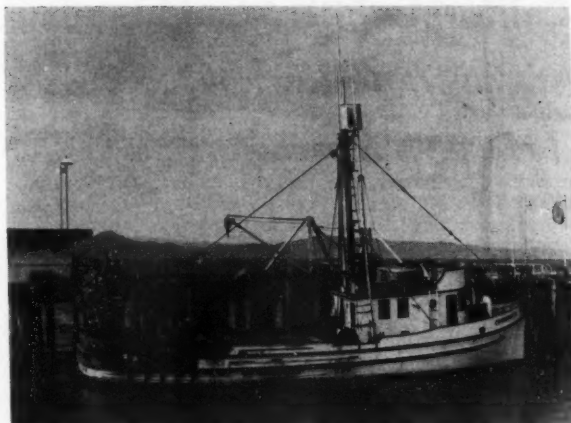
Log Jam Removed

A large log jam at Steelhead Falls on the north fork of the Coquille River was removed last month by the Oregon Fish Commission through an agreement with a logging firm. W. R. Asplund, fishways inspector for the commission, stated that the log jam, created by high water conditions, threatened damage to a newly-constructed, \$23,000 fishway at Steelhead Falls.

Periodic inspections are made at all fishways on coastal streams to see that they are functioning properly.

Market News Office Opened

The Fish & Wildlife Service commercial fisheries branch opened a market news service sub-office in Astoria recently, with Eino Edward Poysky operating the news service under direction of Charles M. Reardon, fishery marketing specialist in the Seattle office.



The dragger "Coolidge II" owned by Walter Miner of Astoria, Ore., and powered with a D17000, 150 hp., V-8 Caterpillar Diesel with 2:1 reduction gear.

Washington Bottom Fish Landings Best in Years

The year 1954 saw the greatest landings of bottom fish by Washington trawlers of any year since World War II. A total of 36,662,350 lbs. was landed last year. This was more than 15 million lbs. above the 1953 total.

Bellingham landings were highest for the second straight year—18,777,400 lbs. Seattle was next with 16,634,720 lbs., and Everett had 1,250,230 lbs. In addition, about four million lbs. were landed in inside waters.

A new individual vessel catch mark was set by the *Paragon*, owned and operated by Erling Jacobsen. The *Paragon* landed a total of 1,471,750 lbs., in addition to more than a million lbs. of mink feed.

On January 1, the Washington State Department of Fisheries put into effect its modified regulations for the otter trawl fishery. Minimum lawful mesh size for cod ends of otter trawl nets now is 4½ inches, stretch measurement between knots, for all bottom fish except ocean perch. Ocean perch fishermen are allowed to use meshes as small as three inches between knots under a special six-month permit issued by the Department.

A fisherman must land at least 20 per cent ocean perch in his total catch to qualify for reissue of his permit. Ocean perch fishermen also must carry a fully-rigged 4½-inch net at all times.

Four New Fishways

The Washington State Department of Fisheries has opened 150 miles of rich spawning and rearing grounds for salmon during the past year by completing four major vertical baffle fishways, costing a total of about one million dollars. The new fishways are at Granite Falls, Wash. on the south fork of the Stillaguamish River; Shepherd Falls on the Wind River; Klickitat River near Bingen; and Tumwater Falls on the Deschutes River near Olympia, Wash.

Would Enlarge Salmon Preserves

Gov. Arthur B. Langlie of Washington asked the 1955 Legislature to enlarge and establish by law salmon preserves which have in the past been designated by the State Fisheries Director. His action followed a request from Sen. H. N. Jackson of Tacoma to stop commercial fishing of spawning salmon in river-mouth preserves.

Migrant Fish Will Be Protected

An unprecedented agreement establishing a new pattern for resolving fish-passage problems at Northwest power dams has been negotiated between the Washington

State Fisheries Department and the city of Tacoma. The agreement affects Tacoma's proposed South Skokomish River hydro-electric project.

For the first time a comprehensive fish-protective problem will be developed simultaneously with the design work for a new dam. The Skokomish program will be directed toward protecting downstream migrants and maintaining the natural environment at a high fish-growing level.

Gillnetter's Association Elects

Joe Burrows of Everett again was elected president of the Puget Sound Gillnetter's Association. Louis Bretvick of LaConner was re-elected vice-president, with M. Graham of Snohomish elected as secretary-treasurer.

Fishing areas for the coming season came up for discussion, but this matter was referred back to committee.

Named Manager New England Fish at Everett

D. W. Hager has taken over as manager of the New England Fish Co. in Everett. Hager has worked for New England Fish since 1938 in various capacities on the Fraser River and in Ketchikan and Sitka, Alaska. He comes to Everett from Astoria, Ore., where he was manager of New England's Columbia River and Oregon coast operations.

Building New Gillnetter

Maritime shipyards in Seattle are building a new 34' x 9'8" gill-netter of double-end design for Harry W. Parker of Mount Vernon, Wash. The vessel is being equipped with a four-cylinder Lister FR-4 marine engine with 12-volt starting system, sold by Marine Equipment Co. of Seattle. The engine has 3:1 reduction and swings a 28 x 22 propeller.

"Deep Sea" Returns from Five-Month Trip

A five-month crab fishing trip ended at Bellingham recently when the 144 ft. trawler and factory ship *Deep Sea*, landed and unloaded 140,000 frozen Alaska king crabs at the Bellingham Cold Storage Co. dock. Capt. Bill Blackford said the expedition's haul was slightly less than normal, because the results of Japanese fishing in the Bering Sea are beginning to be felt by American ships.

To Observe National Canned Salmon Week

National Canned Salmon Week will be observed February 23 through March 1, according to E. B. McGovern, Seattle sea food broker who is chairman of the National Canned Salmon Week committee. The program of the committee calls for widespread activity to call attention to canned salmon as a commodity, not only in retail stores and in food service operations coast-to-coast, but in many industries outside of the food field—railroads, steamship lines, banks, and suppliers in many fields. The 1955 Canned Salmon Week will mark the second event of its kind since before World War II.

Crab Association Formed

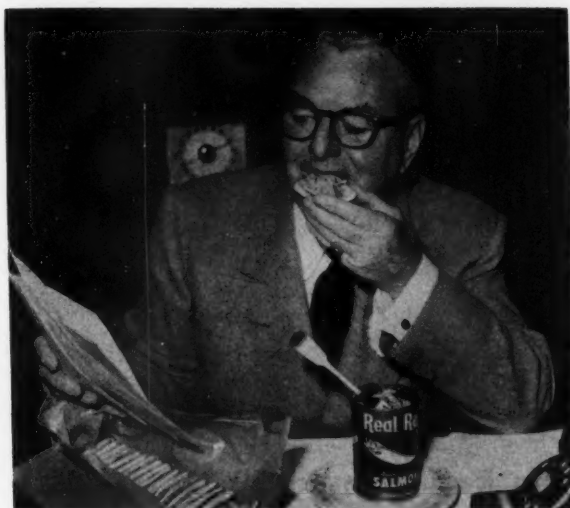
Pacific Crab Association has been formed with headquarters at Aberdeen, Wash. Organizers are C. Lawrence Rogers of the Point Adams Packing Co. as chairman, and Chris Nelson, Nelson Crab & Oyster Co. as vice-chairman. Formation of the organization was said to have been brought about by the desire of the industry to present a united front covering tariff problems.

Named Fisheries Manager Pacific Marine Supply

Milton A. Dalby has been appointed manager of the commercial fisheries department of Pacific Marine Supply Co. of Seattle. Dalby has been with the firm 35 years.

Making Salmon Sausage Bologna

A new outlet for products of the salmon fishing industry opened in Bellingham recently with the manufacture of a salmon sausage bologna. The plant is owned and op-



E. B. McGovern of Seattle, Wash., chairman of National Canned Salmon Week, coast-to-coast program to call attention to this important sea harvest of the Pacific Northwest, grabs a quick lunch at his desk—canned salmon and crackers, of course. The week of February 23 through March 1 has been selected for the salmon promotion program.

erated by the Williams brothers Frank and George, and Carl Perlstrom. The Williams brothers are old-timers in fishing circles, having worked in the Pacific American Fisheries plant and also fishing on their own. They still own and operate two boats, the 71 ft. tender *Marian* and the 68 ft. seiner *Starling*.

Seattle Landings for January

The otter trawl fleet landed 1,239,700 lbs. of fish at Seattle in 57 trips during January, which was nearly 200,000 lbs. more than in the previous month. Two varieties accounted for over 70 percent of the entire catch—true cod, with 530,700 lbs., and English sole, with 358,550 lbs. Biggest landings were on the 19th, when 10 boats brought in 202,000 lbs.

In the line fishery, a total of 37,800 lbs. were landed at Seattle during January. The catch included 2,300 lbs. of rockfish and 35,500 lbs. of ling cod.



The 32' x 10'4" x 42" "Marijana", first of 16 gill-net boats to be constructed for Pacific Coast fishing interests by Kazulin-Cole Shipbuilding Corp. in Tacoma, Wash. She is owned by Mike Sunich of Tacoma, and is powered by a 145 hp. Nordberg Knight engine with 2.5:1 reduction. Designed by Mike Kazulin, the "Marijana" has a speed of about 10 knots. She is eight tons net.



George E. Steele, Jr., who has been appointed director of the National Cannery Association's Fishery Products Division. He succeeds Charles R. Carry, now executive director of the California Fish Cannery Association. Mr. Steele formerly was executive secretary of the Southeastern Fisheries Association.

Help Reduce Insurance Costs

(Continued from page 12)

cations for seagoing personnel on fishing vessels. Some regulations or standards should be cooperatively developed within the fishing industry with the backing of Government enforcement of such industry-developed standards. There should be a Government regulation requiring that the master, engineer, and navigating personnel on commercial fishing vessels be licensed. In this connection, if licensing were to be required, my own feeling would tend toward a limited system of licensing; that is, no licenses to new personnel without training and a qualifying examination. Those captains, masters, engineers, and navigating personnel already operating as such for years, should not be bothered. Finally, crewmen should not just be required to be competent fishermen but also competent seamen.

3. Training program for personnel: Vessel owners and crews should develop cooperatively some kind of practical group-study or discussion meetings designed to improve skills in seamanship, use of instruments, the handling and maintenance of power equipment, safety methods, proper radio procedure, etc.

4. A federal law limiting claims for each accident should be enacted. A ceiling on amounts for death and injuries should be fixed by statute. A suggestive analogy pointed to is what has been done in the field of Workmen's Compensation covering occupational illnesses and injuries on land.

5. The insurance companies should inspect and classify fishing vessels for the purpose of rate fixing in accordance with type, age, physical characteristics, etc. The insurance companies should consider the possibilities of consolidating the experience of the separate insurance companies and of making it public; of developing some plan of analytic or statistical rating, based on a classification plan or register of risks.

6. Both insurance companies and vessel owners should expand the use of policies with deductibles, so that insurance companies will not be burdened with a multiplicity of small claims.

7. Insurance companies should insist on an agreed adequate standard of safety before insuring. The insurance companies should offer inducements by lower rates on a risk where it is above the average and demand higher rates where it is below the average. This would provide a dollar incentive to observe good standards of construction and to train crews to guard the safety of vessels. Once a vessel owner gives concrete evidence that he is trying to improve the conditions of the risk, the insurance companies should aid him actively in this effort.

8. Insurance companies should publish a pamphlet in all needed languages explaining in simple fashion what the obligations of the insurance companies are to the insured vessel owner and of the insured vessel owner to the insurance company. Such a pamphlet should point out the

limiting terms and conditions of the policy and what these terms and conditions mean in terms of actions on the part of vessel owner and crew. Obviously, an insurance company does not always know for what it may later find itself liable. But certainly the well-established factual precedents can be brought to the attention of vessel owners and crews.

9. Insurance companies should make available periodically to fishing vessel owners a list of percentage differences in insurance premium rates for varying types of fishing vessels and also for somewhat comparable commercial vessels outside the fishing industry, to arouse the owner's interest in the possibilities of getting better rates through better maintenance and few losses. The brokers, particularly, would have to cooperate, since they play so large a part in the fixing of the agreed rate in many cases.

10. A suggestion has been made for the setting up of a Commission to examine the whole insurance question, comprehensively and systematically, and to prepare a report with findings and recommendations. On this Commission there should be representatives of the fishermen, the vessel owners, the banker-mortgagees, the insurance brokers and the insurance companies. Such a Commission should strive to bring about an integrated approach to the insurance problem, with continuing long-range objectives.

One of my impressions is that there has been neither an integrated nor a steady, persistent attention over the years to the insurance problem. The insurance problem should not be heard about just during critical stages in which the fishing industry may find itself; that is to say, the Commission should try to create a framework for dealing with the problem that will do away with what has apparently thus far been a crisis approach. This Commission should work for a unity of purpose now absent, a unity among fishermen, boat owners, brokers, and insurance companies.

Mississippi Group Opposed to Power-Dredging for Oysters

Mayor Francis Hursey of Pass Christian, Seafood Commission officials and members of the legislature from the Gulf Coast counties plan to call on the Governor urging that the practice of power-dredging of oyster reefs be stopped. The group was expected to bring a petition signed by citizens asking that legislation be enacted to halt seafood packers from employing power dredging.

Hursey believes stronger legislation is needed to control activities of packers and to prevent haphazard and wanton dredging on the newly-opened St. Joseph oyster reef and other adjacent reefs along the Gulf waters, West of Pass Christian.



Mavar Shrimp & Oyster Company's 55' shrimp trawler "Victor Mavar" of Biloxi, Miss., which has capacity of 21 tons. Her power plant is a 120 hp. Caterpillar D13000 Diesel.

Texas Bill Would Set Minimum Length for Laguna Madre Fish

A bill setting minimum legal lengths for sea trout, flounders and redfish taken in the waters of Laguna Madre in Kennedy, Cameron and Willacy Counties has been filed in the Texas Legislature. The minimum legal lengths are set at 12 inches for trout and flounders, and 14 inches for redfish.

Rep. W. T. McNeil of Edna has introduced a bill in the Legislature curbing shrimping in the Matagorda area on the central Texas Gulf coast. This bill would outlaw commercial shrimp taking in the area except during a three and one-half months' harvest period. It provides a test closed season for three years, prohibiting the taking of shrimp by use of large nets and trawls except in the period August 15 to November 30.

Waters regulated would be Matagorda Bay west of the Colorado River, Tres Palacios Bay, Powder Horn Lake, Lavaca Bay, Chocolate Bay and their tributaries to the Gulf of Mexico.

Two New Trawlers

Crawford Packing Co. recently completed a new trawler, the *Cathy Simpson*. The boat was built at their own yards at Palacios. She is 65 ft. long and is powered with a General Motors 165 hp. Diesel.

The Crawford yard also completed the trawler *Mary Crawford*, to replace one of the same name destroyed by fire last September. The new vessel is powered with a General Motors 165 hp. Diesel. Engines for both boats were furnished by Stewart & Stevenson Services, Inc. of Houston.

Shrimp Association Elects

At the recent fifth annual meeting of the Texas Shrimp Assoc. the following were elected as officers for 1955: Pres. Norvell Jackson, Rockport; Vice-president Sydney Herndon, Corpus Christi; Secretary J. B. Vance, Brownsville; and Treasurer John Faubion, Port Lavaca. Morgan Daniel will act as chairman of the board of directors.

Clegg Shrimp Interests Sold

J. R. Clegg, Sr., who has long been associated with the seafoods industry at Port Lavaca, has disposed of his holdings there to his sons and a brother. The new owners, J. R. Clegg, Jr. and Robert E. Clegg, sons of Clegg, Sr., and John H. Clegg, Jr. will operate the business under the name of Clegg Shrimp Co.

J. R. Clegg, Sr., founder and former owner of the firm at Port Lavaca, has purchased an interest in the Brownsville Shrimp Exchange at Brownsville, Texas.

Shrimp Trawler Wrecked

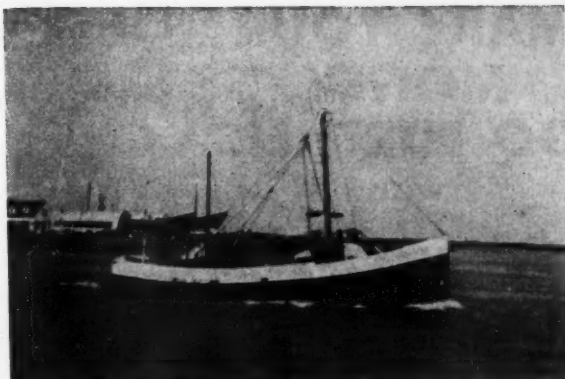
The shrimp trawler *Jiffy* struck the north jetty of Aransas Pass as it was coming into port recently and was wrecked. Caught in a heavy sea with high winds, the craft broke up on the rocks. John Maxwell Heaton, 56-year-old captain of Aransas Pass, was drowned.

Shrimp Catch for Year Increases

More shrimp were caught off Texas in 1954 but prices were lower, according to James Barr, of the Shrimp Assoc. of the Americas.

The catch in the entire Gulf of Mexico area was 627,820 barrels for the first 11 months of 1954, as compared to 564,620 barrels for the same period in 1953. Most of the increase was in Texas, particularly in the Galveston-Freepoint area where many more boats got into the picture.

The Texas catch was 315,510 barrels, compared with 262,710 barrels for the corresponding 11 months of 1953. In the Brownsville-Port Isabel area, catches totaled 162,290 barrels, compared with 149,300 barrels.



The "Vagabond", 64' commercial fishing boat owned by Harold B. Essington of Pleasantville, N. J. She has 265 hp. Hendy Diesel, Hathaway deck gear, Bendix depth sounder and Kaar direction finder.

Oyster Price to Producers Raised

A slight increase in price and a new means of measurement has been agreed upon in the settlement of a month-old dispute between oyster producers and buyers in Galveston. Oyster production was halted December 6 by members of the Texas Fishermen's Assoc. Members charged the buyers with using barrels of a capacity which exceeded the customary three-bushel limit.

Under the agreement negotiated between representatives of the Association and Hill's Fish & Oyster House—the largest buyer in the area—the old price per barrel of \$4.50 was abolished, and oysters will hereafter be sold only under a bushel price of \$2.

Shrimper Burns and Sinks

A 73' shrimper owned and skippered by Wilbert Adams of Palacios burned and sank off Aransas Pass last month, with an estimated loss of \$45,000. The skipper and his uncle were rescued by the *Marcus Crawford*, Capt. O. J. Hebert, and were taken to Aransas Pass.

Shrimp Landings Good Despite Weather

Production of marine products was satisfactory at Texas ports during the period December 21, 1954 to January 20, 1955, considering the season of the year and the holidays. Weather was unfavorable for shrimping shallow waters with small boats and trawls, and also kept some large trawlers in ports.

Total production reported at the principal ports was 20,300 barrels of shrimp, 104,735 lbs. of edible finfish, and 415 barrels of oysters. Shrimp production was 47 per cent greater than during the same period in 1953-54.

New Jersey Has New Director For Shell Fisheries Division

Christopher H. Riley of Cumberland County was sworn in last month as director of the Division of Shell Fisheries. The ceremony was in the office of Joseph E. McLean, Commissioner of Conservation and Economic Development. Riley succeeds the late Augustus Hickman of Port Republic, Atlantic County.

Landings for November

Landings of fish and shellfish in New Jersey during November 1954 amounted to 3.7 million lbs., compared with 4.0 million pounds during the same month in 1953, or a decrease of 8 per cent.

In the first 11 months of 1954, a total of 400,039,000 lbs. were landed, compared with 430,019,000 lbs. caught during the same months of 1953. Reduced menhaden landings accounted for 87 per cent of the decline.

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Styles illustrated

- 50-00 jacket
- 51-40 pants
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Louisiana Trawlers Have Big Shrimp Production Year

Production of the fleet of trawlers unloading at the Twin City Fishermen's Cooperative in Morgan City and the branch plant at Port Isabel, Texas, showed an increase of 4,900 barrels of shrimp in 1954 over the preceding year. The combined catches at Port Isabel and Morgan City amounted to 23,705 barrels in 1953 and 28,615 barrels in 1954.

Ashley Galloway, owner and captain of the *Jean Francis*, was high man of the Morgan City fleet for the year with 701 barrels. M. A. Yonge and Joe Webster's *Captain Arthur* was second high boat in the fleet with 592 barrels, and the same partners had second high place in 1953 with their trawler *Uncle Buddy* which unloaded 589 barrels.

At Port Isabel, high boat in 1954 was the *Esmeraldas* owned by Boudreaux and Allen, who accounted for 1014 barrels, and second high was the *Billy Marie* owned by Vernon Boynt, with production of 938 barrels.

Newly-constructed vessels brought in to the fleet in 1954 included Orfanello and Allen's *Silver Slipper*; Willie Aucoin's *Only Son*; A. K. Knudsen, Jr.'s *Onya Ann*; Ashley Galloway's *Jean Francis*; Theron Boynt's *Country Girl*; Earl K. Webster's *Deborah K.* and T. B. Mock's *Miss Liberty*. Joe Lucas bought the *Beverly Jean* and Chris Hansen the *Mary K. Toomer* and Jummonville Bros. added the *Bob Ramsey* to the fleet in 1954.

At the plant of Deep South Seafoods at Berwick, 1954 was a significant year in the production of shrimp, with 6,802 barrels being produced. The trawler *M. A. Bowlin*, Capt. Paul Clement, was high boat of the year with a catch of 415 barrels. Second high producer was the *Navigator* owned and captained by Roy Adams. The boat unloaded a total of 404 barrels. V. D. Jackson's *G. Mo Marconi* with Capt. Huey Knapp at the wheel was third high in total production with 391 barrels.

Oyster Beds Reopened

The Louisiana Wild Life and Fisheries Commission reopened oyster beds in St. Bernard, St. Tammany and Orleans Parishes to dredging on February 10. The beds had been closed since December 21 to allow the oysters to grow. The motion to reopen the beds was made on

the recommendation of James N. McConnell, chief of the Oysters and Water Bottoms Division.

Protest Oil Operations

As a result of fishing industry and Fish & Wildlife Service objections to Gulf Refining Company's proposed operations south of Morgan City, the District Engineer of the New Orleans District Corps of Engineers office extended the time for protests about these proposed operations to January 31. The District Engineer also will consider holding public hearings on the matter.

Fisheries Directory

The second edition of the Commercial Fisheries Directory, publication of the Louisiana Wild Life & Fisheries Commission, is being prepared for publication. New products and a diversified list of fish and fishing product dealers will be in the forthcoming volume.

Documented Vessels

A review of the activities last year of the Morgan City port of the New Orleans customs district reveals that the increase in number of vessels of 5 net tons and over documented, as compared to the preceding year, was 153. This was the biggest gain in any year since the office was opened in 1948.

In January 1951 the number of vessels showing Morgan City as their home port was 372; in January 1952 it was 498; January 1953, 600; January 1954, 700 and this January, 856.

During 1954 60 newly-built vessels of 5 to 20 net tons each and 55 new vessels over 20 net tons were documented for the first time; 42 vessels of 5 to 20 net tons and 33 over 20 net tons were transferred to Morgan City, giving this port a total gain of 190 vessels. The number lost or taken out of documentation was 37, leaving the net increase of 153.



The "Lady Florence", 40' fishing boat owned by Julius Patronas and operated by his son, Capt. Jason Patronas of Dauphin Island, Ala. She has Joes 2:1 reduction gear and 26 x 28 Columbian wheel.

Hurricane Damage

(Continued from page 15)

When butt blocks are put in portions of the boat where ceiling is fitted, it is well to make the blocks a bit thinner than the moulded dimension of the frames to allow as much ventilation by the blocks as possible.

The butt seams should be as well done as the other seams. If the plank fastenings are bunged, the bungs should have their grain running with the planking grain.

Good Ventilation Is Essential

In going along with the rest of the job, be sure that ventilation is assured everywhere possible. For a particularly good job of ceiling ventilation, I would suggest that about $\frac{1}{4}$ " of space be left between each plank of ceiling. This insures a much drier cabin than would be possible with the planking of the ceiling fitted tight together.

Good ventilation should be obtained in forepeak, lazarette, lockers, toilet room, in back of ice boxes, around sinks, etc. Ventilation is one of the best means of assuring long life for your boat.

Good drainage also is important, and in this connection the cockpit floor should drain well, as should decks and house tops. Watertightness should be insured on deck, as well as in bottom and topsides.

The boat ought to be launched and allowed to soak for a week or so before finally lining up the engine, for the wood may change in shape an astonishing amount between launching and soaking and throw the engine out of alignment a good deal. Before considering the job complete, insure your safety with a strong rudder, well hung. Do not skimp in this matter.

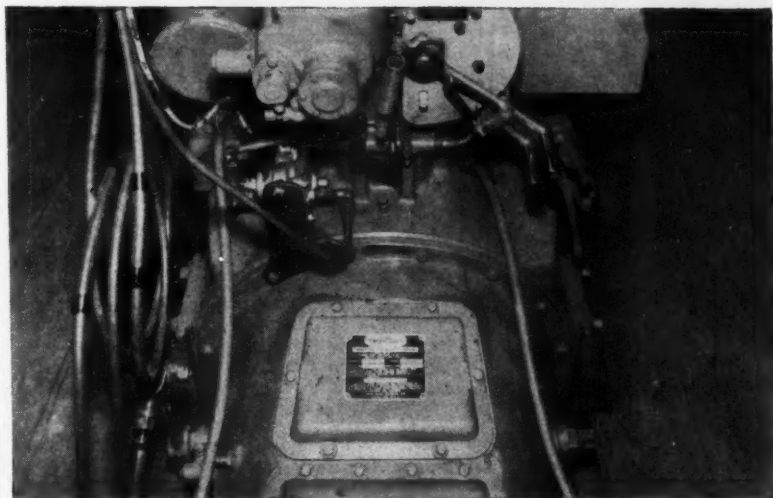
Remove Old Paint

For a really good job, if the boat owner has had to fit planking above the waterline, he will remove all of the old paint before painting the topsides. The new work will then look like the rest of the boat, provided he has done a good job of planking.

After the repair work is completed, consider the idea of having your boat amply insured by a good company through a good agent. Then if a hurricane should strike again, and it could, you would find somebody other than yourself footing the bill.

Also, consider what you could do to better protect your boat against a future hurricane. Is a better mooring or better location the answer, or would some other improvement give your boat a better chance of living, should a hurricane blow in again. This planning is good insurance.

Now, having done a good job on your boat, keep it that way and may the best of luck be with you.



11,000 hours on Twin Disc Marine Gears without a minute out for repairs

New steel tugs may be stealing the show these days in oilfield towing operations . . . but Easton Pellegrin of Chauvin, La., is still racking up a top-notch towing reputation with his three older tugs built of sturdy cypress.

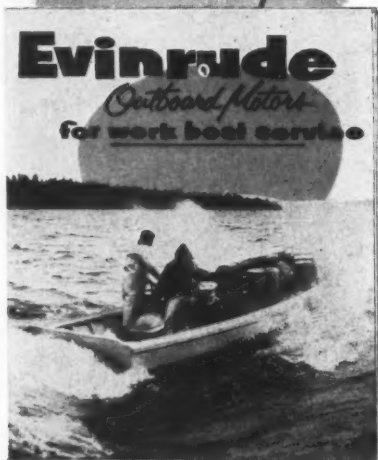
There's more than meets the casual observer's eye, however, to Pellegrin's "Lachache", "Lasalle" and "Defense". Down in the holds are Murphy 190 Diesels . . . and on each Murphy is a Twin Disc Model 200 Marine Gear and a Twin Disc Front Power Take-Off . . . all racking up records of their own. Not one minute out for repairs has been spent on any of the Twin Disc Drives—and the "Lachache" alone has over 11,000 hours of operation, including such jobs as 43 consecutive hours without going below 1,165 rpm. Small wonder Mr. Pellegrin made sure his newest re-power installation—in the "Defense"—included Twin Disc Drives.

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Pacific Sablefish Yield Affected by Demand

(Continued from page 16)

reactions of their stocks to fishing are very similar. Fluctuations in their annual yields show evidence of being in response to economic conditions. Both fisheries supply a supplemental catch for the trawl fleet and a late Summer and Fall occupation for setliners.

The sablefish has played modest but distinctive roles in the fisheries economies of both States. In Washington it contributes approximately five per cent of the total annual landed value of the catch of all species, excluding salmon and halibut, and has usually ranked seventh in value, being exceeded by salmon, halibut, lingcod, Pacific oysters, albacore, and crabs.

Until 1940 Washington and Oregon sablefish grounds were primarily exploited by setline vessels. However, a growing proportion of the catches is now taken by trawl gear. Declining prices coupled with low yield per unit of setline effort will probably accelerate this trend. The non-dependence of trawl gear upon any single species for its earnings will permit such gear to fish at stock levels below those possible for setline vessels.

Annual sablefish production in Washington during the years 1942 to 1952 averaged 2.5 million pounds, ranging from 1.7 million in 1945 to 3.6 million in 1951. In Oregon annual landings during the same period averaged about 0.5 million pounds. Washington accounted for about one-quarter of the average 9-million-pound United States, Alaska, and Canadian annual total of recent years.

From 1915 to 1941 the Oregon landings averaged about one-quarter million pounds per year. The commencement of trawling resulted in the production of about 1.0 million pounds by 1943. Since that time the trend has been downward but it is still above its early level.

Sharp Rise in Early Years

The Washington production shows a typical sharp rise in the early years resulting from exploitation of virgin stocks under the impetus of a World War I market. A postwar market collapse about 1920 and a declining catch per unit of effort reduced the interest in the fishery with a consequent lowered production. From 1920 to 1940 two periods of increasing production occurred, separated by a recession in the early 1930's. These changes coincided with the commodity price trends of those two decades.

After 1940 the course of total annual landings in Washington was affected by the amount landed by the expanding trawl fishery and the sale by that fleet of considerable amounts of very small sablefish

during World War II. Even when the inclusion of such small fish is discounted a general upward trend in production of recent years is still observable.

The relative failure of the Northwest albacore fishery, the continued shortening of the halibut fishing season, and a strong sablefish market have tended to increase the fishing intensity in the late Summer and Fall. The frequent repetition of alternate annual rises and declines in total production arises chiefly from the carry-over effect of frozen stocks from years of higher production.

Tagging Experiments

Results of tagging experiments have indicated that the Oregon trawl and setline fisheries may be largely based upon the same population or populations of sablefish, as contrasted to the somewhat separate nature of the two fisheries in the Cape Flattery area. Of 15 recoveries of sablefish which were tagged aboard setline vessels off Oregon, 9 were recovered by setline and 6 by trawl vessels and of 32 recoveries of fish tagged aboard trawl vessels, 17 were subsequently caught by setline and 15 by trawl vessels, the ratio of returns between gears being of the same general magnitude in both cases.

Since there is a reasonably active trawl fishery during all months of the year, the Fall concentration of sablefish landings by these craft suggests that Washington and no doubt Oregon sablefish are relatively unavailable during the late Winter and Spring months. It also has been observed that Washington setline vessels fishing for lingcod on the offshore grounds during the Winter and early Spring rarely encounter any quantity of sablefish.

The Winter period of relatively low availability of sablefish corresponds to some clues concerning their spawning period. Interviews with 15 captains of long experience in Cape Flattery setline fishing revealed that the ovaries of the sablefish in that region showed signs of enlargement and that the ova increased in size and fluidity in late October and early November. Spawning appears to take place shortly thereafter as all of the few sablefish caught early in the year on the Cape Flattery grounds are in a "spent" state.

Adult Sablefish Found in Deep Water

In general, adult sablefish are found in deep water, sometimes down to 400 fathoms (2,400) feet in the Winter and early Spring months when spawning is in progress. Although some small, immature fish may be found scattered into deeper water, usually the smaller fish are

found in shallower water than the adults. Very young sablefish may be found near the surface at times. During the Summer there appears to be a shifting of the larger fish to somewhat shallower water. This situation is partially reflected in the longline operations in California, wherein the best fishing for large fish is encountered in 200 to 250 fathoms during the Winter months, and 90 to 165 fathoms during the Summer months.

Sablefish are found in greater concentrations over a blue-clay or mud bottom. They are less abundant over sand, rock, or other types of bottom. Sablefish are fairly well dispersed along the coast, but with concentrations here and there. In California the areas of concentration appear to be within or near the numerous submarine canyons that occur along the coast, or in large depressions.

Halibut Boats Catch Sablefish in Off-season

While the sablefish does not support a major segment of the fishing industry, such as those for salmon and tuna, it is, nevertheless, of considerable importance on the Pacific Coast. This stems primarily from its supplementary nature. As a result of the present short legal halibut season, many of the halibut fishing vessels rely on the sablefish fishery to extend their seasons' earnings. Also, the contribution of the sablefish to the otter trawl landings supplements significantly the earnings of that fleet. Coastwise, the number of fishing craft operating on sablefish is relatively few; but in certain areas, such operations are of decided local importance.

The sablefish fishery operates from California to Alaska and is one of the oldest fisheries of the region. It started on a limited basis during the last decade of the 19th century off Washington and British Columbia. From there it expanded to California, Oregon, and Alaska, but prior to 1913, was of very moderate significance on the Pacific Coast.

The fishery originated as a setline (longline) fishery, which gear still accounts for practically all of the sablefish landed in British Columbia and Alaska. In Washington, Oregon, and California the otter trawl fishery has become increasingly interested in the capture of sablefish and is, at present, contributing appreciably to the landings of this species in the three States.

The history of the longline gear in the sablefish fishery in California revolves around an eventual compromise between a light type of gear, coiled in flat baskets, that originated in Central California and a heavy type of skate gear that was used in the halibut fishery in the Pacific Northwest and introduced into Northern California. Halibut skate gear never has been of much importance in the sablefish fishery off Central California because very few Pacific halibut are found south of Point Arena.

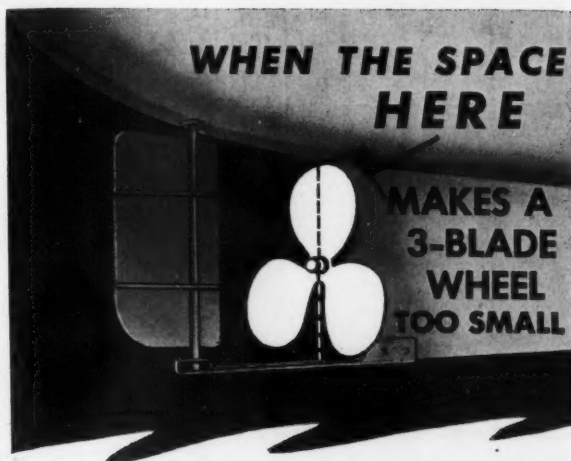
The Northern and Central California longline vessels that at times fish for sablefish range from 28 to 64' in length. A typical boat is about 45' long. Two to three men is the usual crew.

Fairly Stable Demand

Until 1905, Washington was the only Pacific Coast State that recorded any commercial landings of sablefish. These represented fish that were bought at a low price, as an accommodation to halibut fishermen who caught them incidental to their main operations. Because of the price, dealers could afford to experiment with means of handling this rich, white-meated product. As a result, there is now a fairly stable demand for several million pounds of sablefish a year, primarily in the frozen and smoked state.

The salting of fish was a well established practice long before sablefish became of commercial importance. In the earlier years of the sablefish fishery, relatively more of the catch was salted. There has been a lessening of activity along this line since 1935.

Only a limited amount of sablefish is accepted by the fresh fish trade because of the oily nature of the flesh. Smaller sablefish are usually filleted and sold fresh, while the larger sizes are dressed and frozen for subsequent salting or smoking.



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EQUIPMENT and SUPPLY NEWS

Scott-Atwater Has New 30 hp. Outboard

The Scott-Atwater outboard motor line for 1955 consists of six models—the 3.6, 5, 7.5, 10, 16 and a new 30 hp. motor. The twin-cylinder "30", available in either push-button electric starting or manual starting models, reaches speeds up to 40 miles per hour. It has a noise-reducing intake silencer which, combined with the Aquamute underwater exhaust and Hush-Spring mount, make it an exceptionally quiet motor even at full speed.

The Aquamute exhaust features a valve that prevents water from backing into the exhaust chamber and thereby eliminates the need for noisy relief ports. This feature also is included on the 5, 7.5, 10 and 16 hp. Scott-Atwater models.

The intake silencer on the new "30" stops the sound of air rushing into the carburetor and muffles internal engine noise. Spring mountings at both powerhead and boat bracket isolate motor vibration from the boat hull, and are also featured on the 5, 7.5, 10 and 16 hp. outboards.

The Safety-Zone Shift Lock on the Scott-Atwater "30" is actuated by the shift lever, making it impossible to start in any gear except neutral or to shift gears at high speeds. The motor has Automobile-Type Dual Exhaust, and there are separate exhaust passages for each cylinder to eliminate exhaust contact with the piston walls.

Other important features available in the 5, 7.5, 10, 16 and 30 hp. motors are: remote control connections, complete gearshift, separate Stowaway fuel tank, Aquablade lower unit which provides extra power and speed and more miles per gallon, carburetor drain, and the Bail-automatic automatic boat bailer.



Scott-Atwater 7.5 hp. outboard.

Brochure on General Motors "6-110" Diesels

A new brochure describing the operation of General Motors "6-110" Diesel engines and illustrating marine models in the series from 200 to 575 hp., is available from Detroit Diesel Engine Division distributors and dealers. Entitled "Power for Progress", the brochure covers features of design, specifications and power curves of single-, multiple-engine and torque converter units, and includes photos of these engines at work in various types of equipment.

Kenneth V. Curtis, who has rejoined Raytheon Manufacturing Co. as marine products planning manager. He previously held the position from 1945 to 1953. Mr. Curtis was formerly with the Navy Bureau of Ships as a civilian contract engineer coordinating radar design. He had previously spent five years as a radio operator and engineer, and two years in testing of electronic radiation equipment.



Driscoll Tuna Tenders Built in Four Sizes

Tuna tender boats in four sizes are being constructed by Driscoll Brothers Boat Works, San Diego, Calif. These craft are light enough to be quickly launched and recovered, and yet have great strength for high speed going in heavy weather. Sizes of the boats run from 15'4" overall length x 5'11" beam x 1'11" draft to 18' x 6'10" x 2'1".

The hull has 1/2" bottom, of two sheets 3/4" marine plywood laminated with glue and fastenings. The sides are 3/8" marine plywood, while the outer keel is 1" apitong and the inner keel is 1" laminated spruce. The frames are 1" clear fir on 12" centers; the deck is 3/8" marine plywood and the stem is laminated apitong.

The tuna tenders have 30" x 60" front cockpit, while the after cockpit is 78" x 60" with intervening bridge deck providing lockers on either side of engine. The roomy

(Continued on page 34)

Airchek Valve for Diesel Air-starting

Pennsylvania Pump & Compressor Co., Easton, Pa., is offering a bulletin on its Airchek valve, which is claimed to safeguard and simplify marine Diesel air-starting systems. An Airchek valve installed on the discharge from the air compressor acts automatically to eliminate the need for stop and safety valves, and overcomes the danger of starting the compressor with a stop valve unopened.

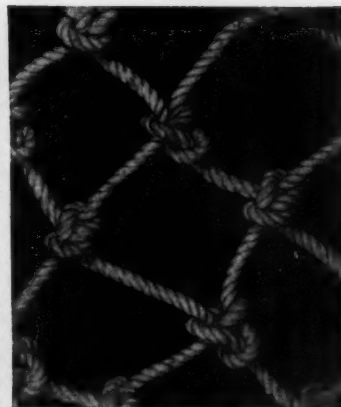
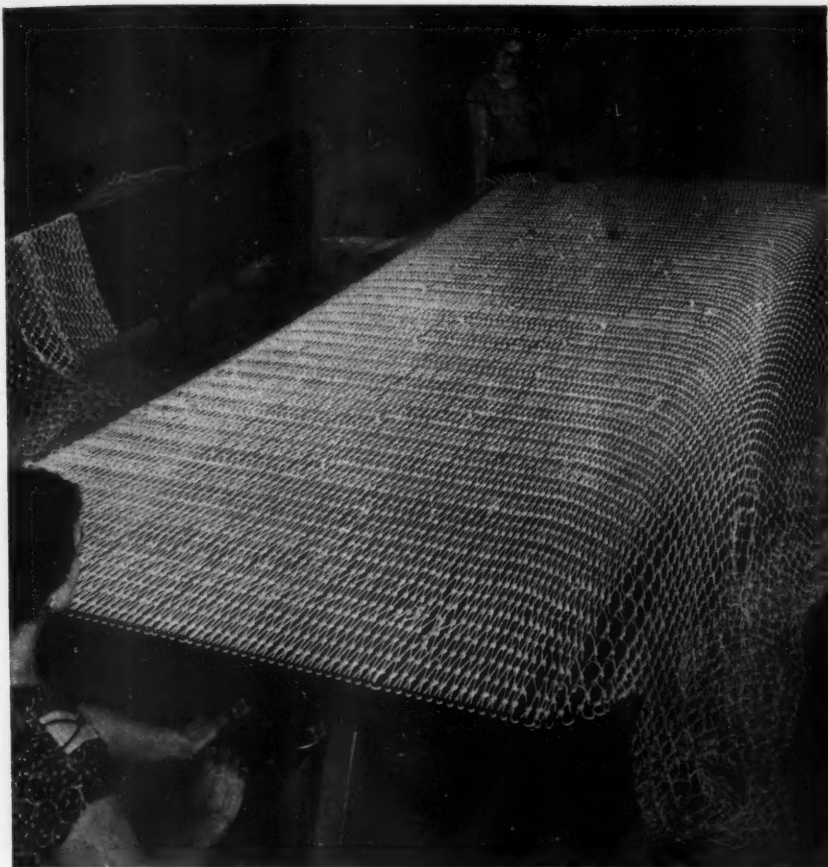
The Airchek valve seats positively in closed position, and prevents the return of air into the compressor when it is shut down. The valve also serves to kill pipe-hammer and tank-ring, and to eliminate vibration in the compressor-discharge-line-piping.

Universal Offers Folder on its Engines

Universal Motor Co., Oshkosh, Wis., is offering a newly-designed 6-page folder covering the full line of Universal six-cylinder engines. This colorful leaflet contains complete propeller and horsepower data together with detailed engine specification and certified installation scale drawings.



Lathrop 100 hp. "Atom Special" engine installed in Driscoll tuna tender.



Before stretching



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Careful Ederer "stretching" pulls all knots tight, gives you 100% even mesh!

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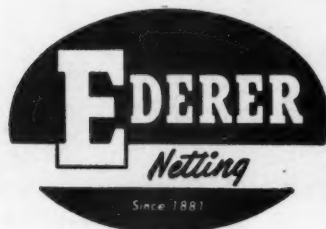
THE BEEBE COMPANY
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There's one way to get your money's worth out of fish netting. That's to check the *extra work* that goes into making the net. Take Ederer's famous "stretching" operation pictured above. This added step makes sure that all knots are pulled tight, so there's no slipping or sawing. It takes experienced hands to give just the right amount of "stretch". But the extra care is worth it. The result is 100% uniform mesh. More important, it means you get the finest, longest wearing net in the world.

Along with Ederer's famous Double Inspection and Tensile Strength Tests... this Stretching Care is given to all Ederer Nets, regardless of size or type.

So make your next order an Ederer Net. And enjoy more profit per pound for many, many seasons.



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World's greatest marine-engine value!

CHRIS-CRAFT 60 h.p. Marine Engine

\$642

L. A. H. Algonac, Mich.



SPECIFICATIONS

Cylinders.....	4
Bore.....	3 1/4 inches
Stroke.....	4 inches
Piston displacement.....	132.7 cubic inches
Compression ratio.....	7.50:1
Horsepower.....	60 at 3200 revolutions per minute
Length.....	31 1/2 inches
Weight (without oil and water).....	456 pounds
Standard coupling bore.....	1 inch

FEATURES

Chris-Craft's compact 60 h.p. Marine Engine includes many outstanding features found heretofore only in far costlier engines: safety-type, non-drip carburetor; full ignition equipment specially designed for marine service; heavy-duty, custom-built pistons, heat treated for marine use; custom-built, marine-type crankshaft, precision balanced, of Tocco-hardened steel; positive-type oil seals; full-length water jackets; and it is completely salt-water equipped.

CITY ENGINEER PRAISES ENGINE

The power-packed 60 h.p. Chris-Craft is ideal for fishing craft, kit boats, small runabouts, utilities and cruisers. As Hollywood, Florida's City Engineer, G. A. Gieseke, says: "A controlling factor in building and powering our Harbor Patrol Boat was to derive the greatest value and utility possible . . . a Model A, 60 h.p. Chris-Craft Marine Engine was selected for power . . . I'm convinced that we couldn't have picked a better marine engine than a Chris-Craft."

You can depend on Chris-Craft for power, smooth performance and long service. For data on Model A and other Chris-Craft Marine Engines, 95 through 190 h.p., see your Chris-Craft Dealer, or mail coupon, *today*. Buy NOW!

(Prices, specifications and equipment subject to change without notice.)

CHRIS-CRAFT CORPORATION

Marine Engine Division, Algonac, Mich.

Send Chris-Craft Marine Engine Catalog to:

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WORLD'S LARGEST BUILDERS OF MOTOR BOATS

interiors permit much alteration to suit special requirements, and spray screens or shelter cabins can be fitted.

Among the power plants which have been installed in these craft are the Lathrop 100 hp. "Atom Special". The tuna tenders have straight drive through 1" Monel shaft to 13" x 14" Hi-Speed propeller. They are equipped with all bronze worm type steerer, and special design rudder for perfect maneuverability at slow speeds. There is a heavy bronze strut with skeg which fully protects the propeller.

Petter Opens Branch in Jacksonville

The Petter Diesel Engine Division of Brush Aboe, Inc. has announced the opening of a branch office in Jacksonville, Florida. Mathias Antz, who formerly represented Petter in the Northeast area, will take over as regional manager of the new establishment, which will be located at 1526 Hendricks Ave. Mr. Antz will be responsible for setting up further dealer outlets in Florida, Georgia, South Carolina, Alabama, Mississippi and Louisiana.



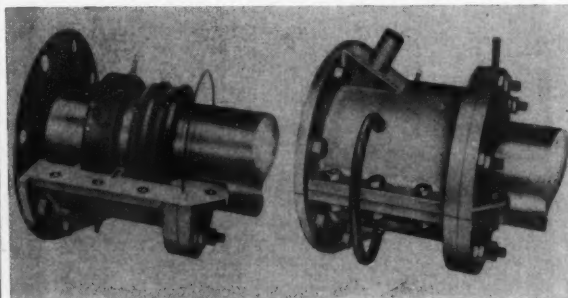
Pearce-Simpson's Model M-1 radiotelephone, with 85 watts output for long-range operation. This telephone has 6 pre-tuned, crystal controlled channels, and separate power supply. Weight of both units is 84 lbs.

New Syntron Split-type Marine Shaft Seal

Syntron Co., Lexington Ave., Homer City, Pa., is manufacturing a new water-lubricated, split-type marine shaft seal designed for new or existing large ocean-going and fresh-water vessels. Outstanding design and operation features of the shaft seals include: No cutting or scoring of the shaft; no drydocking for maintenance; and working parts easy and inexpensive to replace. The new shaft seal easily can be installed after the shaft has been set up and aligned.

The Syntron seal is constructed of a cast marine bronze housing and gland ring, each split along a horizontal plane. The seal construction also includes a recess to accommodate a split inflatable seal ring, made of oil and water resistant synthetic rubber, with valve stems and anchoring pins to secure the ring to the housing. A second recess accommodates two split flexible sealing elements, each held tightly around the shaft by the encircling garter spring. Pressure exerted on the flexible sealing elements by the springs is sufficient to prevent leakage.

In operation, the two flexible sealing elements rotate



Syntron split-type marine shaft seal.



H. A. Strohmman, left, Assistant Regional Manager, Eastern Region, and J. P. Jung, new Southeastern Regional Manager, for Cummins Engine Co. Mr. Strohmman has been transferred from his previous headquarters in New York City to the new Middle Atlantic office at Harrisburg, Pa., and will represent Cummins in Pennsylvania, Maryland, Delaware, Southern New Jersey, the western third of New York State, and part of Northern Virginia. Mr. Jung, whose headquarters are at 805 Peachtree Street, N. E., Atlanta, Ga., succeeds R. P. Parshall, now President of Cummins Diesel of Wisconsin, Inc. Jung has served 4½ years as Assistant Regional Manager, Great Lakes Region, and for more than a year in the same capacity in the Southwest Regional Office at Los Angeles.

with the shaft. The forward element seals against the polished face of the gland ring. The inflatable sealing ring is used to produce a water tight seal around the shaft when replacement of a worn sealing element is necessary. With completion of the replacement operation, this ring is deflated and recedes into its housing.

New Rust-Oleum Catalog Available

The Rust-Oleum Corp., 2799 Oakton St., Evanston, Ill., has released its new, enlarged 1955 general catalog which provides a treatise on rust prevention. The catalog features 98 color chips of Rust-Oleum products and includes complete instructions for surface preparation and application of primers, short oil type, long oil type, machinery and implement finishes, chemical and heat resistant types, sealers, thinning oils, and floor and masonry coatings.

Harbormaster Outboard Propulsion Catalog

Murray & Tregurtha, Inc., 80 Hancock St., Quincy 71, Mass., has just released a new 12-page catalog on its Harbormaster outboard propulsion and steering units. This new catalog illustrates and covers the Harbormaster in detail, including features of design and construction, specifications, and many photos of Harbormasters in action, showing advantages of their maneuverability and heavy-duty performance.

Murray & Tregurtha Harbormasters are complete marine power and steering units, in one package, easily installed for immediate use. Models range in size from 40 to 400 hp., gas or Diesel.

Knell Elected to Marine Trades Association

Robert H. Knell, Manager, Small-Craft Equipment Division of Radiomarine Corporation of America, was elected to the Board of Directors of the Marine Trades Association of New York recently. The organization is composed of members representing the New York, New Jersey and Connecticut area's leading boatyards, marinas, dealers, and boat, engine and accessory manufacturers.

In addition to his activity in the Marine Trades Association of New York, Mr. Knell has been appointed to serve on the Radio Committee of the American Boat and Yacht Council. This national organization is devoted to developing "recommended practices and engineering standards for improving and promoting the design, construction, equipage and maintenance of small craft with reference to their safety."

New Radiomarine Small Boat Radar

- Saves Money
- Saves Space
- Saves Power



MODEL CR-105

Especially designed for vessels on which space and power are limited, Radiomarine's new CR-105 Radar offers you the EXTRA features that give you MAXIMUM PERFORMANCE—MAXIMUM CONVENIENCE—MINIMUM MAINTENANCE. Only two basic units—indicator and antenna. Indicator is in deck mounted binnacle... keeps picture tube high for best viewing... requires less than two square feet of deck space. Antenna is lightweight... only 105 pounds. Instant selection of 1-4-16 mile ranges helps you navigate through foul weather and traffic hazards to cut your trip-time, boost your profits. You'll read the clear, bright pictures on its 10-inch scope easier... service it quicker with the easy-access chassis. And here's another saving... the Radiomarine CR-105 requires only 600 watts from ship's battery or other D.C. power supply. Find out more about the new Radiomarine CR-105... it can mean greater profits for you right now.

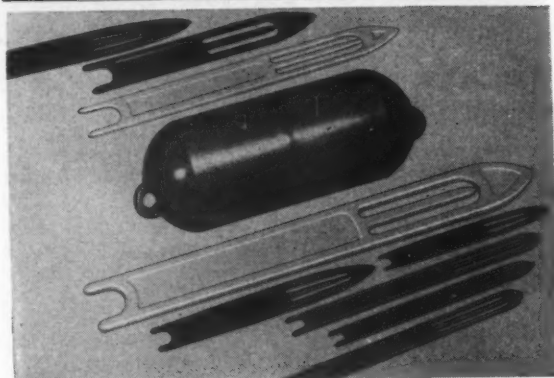


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HYDE

PROPELLERS

BOAT CATCHES

For Month of January

Hailing fares. Figure after name indicates number of trips.

NEW BEDFORD

Adventurer (3)	45,500	Kelbarsam (2)	11,900
Anastasia E. (1)	15,000	Lera G. (4)	16,900
Annie Louise (3)	20,800	Liberty Belle (1)	12,000
Annie M. Jackson (3)	25,700	Lorine III (1)	8,600
Antonia (1)	5,200	Mary Tapper (2)	38,500
Antonina (2)	25,100	Molly & Jane (3)	40,000
Arnold (4)	28,800	Nautilus (2)	65,400
Arthur L. (2)	41,500	Noreen (3)	109,500
Austin W. (1)	17,000	Papoose (1)	4,500
Barbara M. (2)	31,500	Pauline H. (3)	109,100
Carl Henry (3)	81,500	Peter & Linda (1)	10,400
Chas. E. Beckman (2)	25,500	Phyllis J. (3)	39,000
Charlotte G. (1)	8,700	Roann (1)	11,000
Christina J. (2)	48,500	Rosemarie V. (3)	25,800
Dauntless (3)	38,700	R. W. Griffin, Jr. (2)	41,500
Elva & Estelle (3)	48,500	Sea Fox (2)	17,500
Elva Beal (1)	6,500	Shannon (1)	15,000
Eugene & Rose (2)	29,000	Sherry & Scott (1)	18,000
Falcon (2)	18,500	Solveig J. (2)	44,200
Gannet (2)	63,100	Sonya (2)	16,500
Gertrude D. (1)	9,900	Southern Cross (2)	11,300
Gladys & Mary (2)	63,800	Stanley B. Butler (3)	99,300
Growler (1)	15,900	Sunbeam (1)	5,000
Harmony (3)	34,500	Theresa & Jean (1)	26,500
Hope II (2)	34,000	Terra Nova (2)	11,200
Huntington Sanford (2)	20,000	Three Bells (2)	11,600
Invader (4)	88,700	Venture I (2)	34,000
Jacintha (1)	50,000	Victor Johnson (2)	24,800
Jimmy Boy (3)	41,300	Viking (2)	62,000
Joan & Tom (3)	27,100	Whaler (3)	97,500
Julia Da Cruz (3)	41,300		

Scollop Landings (Lbs.)

Aloha (1)	9,500	Linus S. Eldridge (2)	14,700
Alpar (2)	19,200	Louise (2)	18,100
Amelia (1)	6,300	Lubenray (1)	9,000
Babe Sears (2)	14,800	Madonna Di Trapant (1)	2,600
Barbara (1)	2,700	Major J. Casey (1)	5,000
Bobby & Harvey (3)	16,300	Malene & Marie (2)	16,500
Bonnie Bill (2)	4,400	Marmax (2)	9,200
Bright Star (1)	7,500	Mary Anne (1)	8,500
Camden (2)	14,700	Mary J. Hayes (1)	11,000
Carol & Estelle (1)	6,700	Monte Carlo (2)	18,000
Caroline & Priscilla (1)	6,000	Moonlight (2)	14,000
Chas. S. Ashley (1)	9,000	Nancy Jane (1)	10,800
Dartmouth (1)	11,000	Nellie Pet (2)	20,500
Doris Gertrude (1)	7,000	New Bedford (2)	19,000
Dorothy & Mary (2)	3,800	Newfoundland (1)	9,300
Eleanor & Elsie (2)	17,600	North Wind (1)	1,200
Elizabeth N. (2)	11,000	Palestine (1)	3,000
Empress (1)	9,000	Pearl Harbor (2)	16,500
Ethel C. (2)	17,000	Pelican (2)	17,000
Eunice Lillian (2)	9,500	Porpoise (1)	8,000
Fairhaven (1)	10,200	Ruth Moses (1)	9,800
Gambler (1)	6,700	Sea Hawk (1)	3,000
Janet & Jean (2)	8,600	Sea Ranger (2)	21,400
Jerry & Jimmy (2)	16,300	Stella Maris (2)	6,200
John G. Murley (2)	20,000	Ursula M. Norton (2)	19,400
Josephine & Mary (1)	8,000	Vivian Fay (1)	9,000
Kingfisher (2)	18,500	Wamsutta (1)	7,300
Lauren Fay (2)	20,000	William D. Eldridge (2)	17,000
		William H. Killigrew (3)	22,100

STONINGTON, CONN.

America (4)	5,200	Lisboa (4)	3,000
Averio (4)	1,000	Little Chief (6)	3,600
Bette Ann (6)	3,600	Marise (12)	4,000
Carl J. (7)	9,700	Old Mystic (6)	2,500
Carol & Dennis (1)	1,600	Our Gang (1)	4,900
Carolyn & Gary (6)	2,000	Rita (1)	13,300
Connie M. (7)	3,100	Russell S. (1)	700
Fairweather (12)	13,800	Theresa (1)	700
Irene & Walter (13)	8,800	William B. (10)	5,400
Jane Dore (7)	3,500	Wheezie May (1)	200

GLOUCESTER

Alden (6)	19,000	Lucy Scola (10)	14,500
Althea Joyce (8)	35,000	Margie L. (8)	14,500
Anna Guarino (2)	2,500	Maria Immaculata (11)	21,000
Annie (3)	3,000	Mary (6)	10,000
Annie & Josie (5)	7,000	Mary Ann (4)	15,500
Bonnie Billow (3)	50,000	Mary E. (3)	2,500
Bonnie Lou (3)	83,000	Minkette I (7)	8,500
		Mother Ann (1)	245,000
California (5)	29,000	No More (5)	7,000
Carlo & Vince (7)	15,000	Nova Luna (8)	10,000
Catherine B. (6)	45,000	Novelty (10)	16,000
Cigar Joe (5)	23,000	Ocean Wave (2)	34,000
Columbia (1)	97,000		
Curlew (2)	296,000	Peggy Belle (2)	2,000
Dawn (5)	5,000	Philip & Grace (1)	85,500
Eddie & Lulu M. (11)	13,000	Pilgrim (1)	51,000
Emily H. Brown (1)	97,000	Pilhasca (6)	8,000
Estrela (1)	83,000	Pioneer (10)	14,000
Eita K. (6)	8,500	Priscilla (1)	1,000
Eva II (2)	2,500		
Falcon (14)	33,500	Raymonde (1)	5,000
Florence & Lee (1)	65,000	Rodman Swift (2)	1,500
Flow (1)	150,000	Rosie & Gracie (2)	3,000
Frances R. (9)	37,500		
Francis L. MacPherson (1)	6,000	St. Anthony (1)	130,000
Frankie & Jeanne (9)	9,000	St. Cabrini (3)	21,000
		St. Francis (12)	20,500
Gaetano S. (4)	83,000	St. John (8)	15,500
Giacoma (7)	11,500	St. Mary (12)	38,000
		St. Nicholas (1)	32,000
Helen B. (3)	10,500	St. Providence (11)	21,500
Holy Family (1)	55,000	St. Rosalie (2)	13,000
Holy Name (4)	15,000	St. Stephen (8)	14,000
Immaculate Conception (7)	35,500	St. Terese (4)	47,500
		St. Victoria (3)	41,000
Jackie B. (4)	30,500	Salvatore & Grace (3)	14,000
Jackson & Arthur (10)	12,000	Santa Lucia (1)	2,000
Jennie & Lucia (2)	19,000	Sebastiana C. (3)	54,000
Joseph & Lucia (1)	65,000	Serafina N. (7)	26,000
Josephine P. II (1)	7,000	Serafina II (7)	59,500
Josie II (8)	12,000	Sister Ann (1)	93,000
Judith Lee Rose (1)	130,000	Sylvester Whalen (1)	173,000
Killarney (1)	74,000	Theresa M. Boudreau (2)	325,000
		Tipsy Parson (8)	8,000
Linda B. (11)	19,000		
Little Flower (12)	35,000	Veronica N. (4)	9,500
Little Joe (8)	17,000	Victoria (8)	8,300
Lone Ranger (3)	3,500	Vincie N. (1)	9,000
Lorine III (2)	7,000	Virginia Ann (9)	23,000
		White Owl (8)	11,500

Scallop Landings (Lbs.)

Abram H. (1)	1,500	Dartmouth (1)	3,500
Brother Joe (2)	7,500	Michael F. Densmore (2)	15,000
Cap'n Bill (2)	8,500		

NEW YORK

Carol-Jack (1)	24,000	Hazel B. (2)	43,500
Charlotte M. (3)	92,700	Joseph S. Mattos (1)	44,000
Clipper (3)	116,000	Katie D. (3)	129,000
Edith L. Boudreau (3)	105,600	Lady of Good Voyage (3)	88,500
Evelina M. Goulart (3)	124,000	Lt. Thomas Minor (1)	14,500
Evelyn C. Brown (1)	39,800	St. Rita (1)	17,500
Felicia (2)	87,700	Teresa & Jean (1)	40,000
Figueira Da Foz (2)	74,100	Tina B. (3)	118,000
Golden Eagle (3)	110,000		

Scallop Landings (Lbs.)

Beatrice & Ida (2)	16,900	Ida K. (1)	10,500
Carol-Jack (1)	9,250	Major J. Casey (1)	6,600
Clipper (2)	17,300	Maridor (2)	20,000
David A. (1)	7,800	Muskegon (2)	14,400
Enterprise (2)	21,500	Norseman (2)	15,400
Florence B. (3)	27,900	Richard Lance (2)	12,300

PORTLAND

Agnes & Elizabeth (2)	103,000	M. C. Ballard (1)	40,000
Alice M. Doughty (2)	72,000	Meda N. (1)	280,000
Alice M. Doughty II (1)	12,000	Ocean Life (1)	300,000
Andarte (2)	70,500	Quincy (1)	150,000
Araho (1)	37,000	St. George (1)	140,000
Batavia (1)	110,000	Silver Bay (1)	42,000
Dorchester (1)	80,000	Squall (1)	260,000
Elmor & Jean (3)	69,000	Storm (1)	300,000
Ethelina (3)	52,000	Theresa R. (2)	125,000
Gulf Stream (1)	185,000	Vagabond (1)	32,000
John J. Nagle (3)	109,000	Vandal (3)	74,000
Kennebec (1)	31,000	Winthrop (1)	153,000

Scallop Landings (Lbs.)

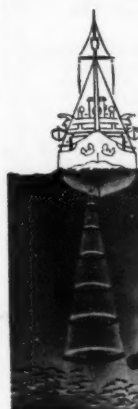
Mary & Julia (1)	7,000
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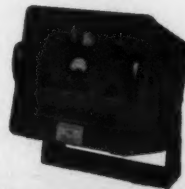
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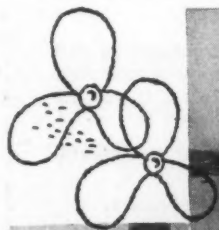
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Here are new twins in the menhaden fleet of the Fish Meal Company of Beaufort, North Carolina: above, the *Neptune*, built by the Arnold Walker Shipyard at Pascagoula, Mississippi; at left, the *Triton*, built by the Burton Construction & Shipbuilding Company at Port Arthur, Texas—also outfitted by the Arnold Walker Shipyard.

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Crest (1)	203,000	Surf (1)	271,000
Drift (1)	190,000	Tide (1)	255,000
Elin B. (1)	4,000	Wave (1)	190,000
Jeanne D'Arc (1)	12,000		

Scallop Landings (Lbs.)

Pocahontas (1)

4,289

BOSTON

Acme (2)	12,800	Mary Ann (1)	16,100
Agatha (2)	78,800	Michael G. (6)	22,700
Agatha & Patricia (3)	50,900	Michigan (2)	148,100
American Eagle (1)	19,800	Mother Frances (2)	39,800
Angie & Florence (1)	20,500		
Arlington (3)	333,000	Nancy B. (3)	79,300
Atlantic (2)	130,000	Nautilus (1)	36,700
		Neptune (1)	115,500
Baby Rose (1)	40,100	Notre Dame (4)	74,900
Bay (2)	153,500	Nova Antonio (3)	5,400
Bonaventure (1)	32,700		
Bonnie (2)	149,000	Ocean Wave (1)	31,500
Bonnie Breaker (2)	188,000	Ohio (2)	120,400
Bonnie Breeze (2)	144,700	Olympia La Rosa (4)	89,600
Brighton (3)	233,000		
Buzz & Billy (4)	89,900	Pam Ann (2)	113,800
		Patty Jean (2)	188,200
Cambridge (2)	177,000	Phantom (2)	163,000
Carmela Maria (1)	3,300	Plymouth (2)	149,000
Catherine Amiraunt (1)	40,800	Puritan (2)	79,300
Catherine B. (2)	82,100		
		Racer (2)	168,600
Dolphin (2)	55,000	Red Jacket (2)	215,500
Doris F. Amero (2)	55,700	Roma (2)	5,300
		Rosa B. (2)	116,900
Eagle (1)	97,800	Rosalie D. Morse (2)	170,500
Elizabeth B. (1)	68,500	Rosemarie (1)	17,800
		Rose Mary (3)	55,000
Flying Cloud (2)	248,500	Rosie (8)	23,100
4-C-688 (4)	13,900	Rosie & Gracie (1)	23,300
4-H-823 (3)	18,100	Rush (1)	64,200
Francis L. McPherson (2)	108,800		
		St. Anna (1)	6,300
Geraldine & Phyllis (2)	83,600	St. Cabrini (1)	39,200
		St. Joseph (4)	75,400
Hilda Garston (2)	123,000	St. Nicholas (1)	111,500
Holy Family (1)	47,500	St. Rosalie (2)	32,800
		St. Victoria (3)	89,100
Ida & Joseph (1)	42,800	Salvatore & Grace (2)	60,500
		Sant' Antonio II (3)	25,400
Jane B. (2)	141,500	Santa Maria (2)	53,800
J. B. Junior (2)	207,000	Santa Rita (1)	6,400
Jennie & Lucia (1)	25,400	Savoia (2)	14,700
Josephine F. (3)	17,400	Sebastiana C. (3)	64,700
Josephine P. II (3)	58,500	Sherry & Scott (1)	1,300
Josie M. (1)	800	Sunlight (1)	67,500
Killarney (1)	66,000	Texas (3)	162,000
		Thomas D. (4)	110,200
Leonard & Nancy (2)	67,200	Thomas Whalen (3)	213,700
		Triton (1)	75,600
Magellan (3)	49,900		
Maine (3)	287,700	Weymouth (3)	159,300
Manuel F. Roderick (3)	127,600	Wild Duck (2)	86,600
Maria Christina (1)	6,300	Wm. J. O'Brien (3)	218,600
Mary & Jennie (2)	3,700	Winchester (3)	264,500
Mary & Joan (3)	202,800	Wisconsin (1)	116,000

WOODS HOLE

Cap'n Bill (1)	5,900	Madeline (1)	6,900
Cap'n Bill II (1)	15,000	R. W. Griffin, Jr. (1)	2,700
Eugene H. (2)	39,200		

Scallop Landings (Lbs.)

Abram H. (1)	1,311	Lubenray (1)	700
Carol & Estelle (1)	1,300	Nancy Jane (1)	1,000

SEATTLE

Line Fishery

Dorothy II (1)	4,500	Nanna (1)	18,300
Lane (1)	7,000	National (1)	8,000

Alabama Leases Privately Owned Oyster Bottoms

The State Conservation Department reported last month it has leased from Will Henderson 1800 acres of privately owned oyster bottoms in Portersville Bay for future public use. According to Conservation Commissioner Earl M. McGowin, negotiations for the five-year lease of Henderson's property have been completed.

The Mobile Bay Seafood Union has filed a petition in the Mobile circuit court seeking a court order to prevent the Conservation Commissioner from leasing 45 acres of state oyster bottoms in Portersville Bay to Henderson.

Maryland to Inspect and License Crab Meat Plants

A bill was being passed last month by the Maryland Legislature as an emergency measure which will set up a licensing system for producers of crab meat in Maryland, to meet the requirements of a law passed in New York State, which is a big market for Maryland crab meat.

Under the licensing system the State Board of Health will inspect all crab meat producing houses and if the plant is found to be processing crab meat in a sanitary and satisfactory manner, a license will be issued carrying a number which will appear on each can of crab meat.

New York recently passed a law tightening the regulation covering crab meat offered for sale in that state. The New York law became effective January 1 and they gave Maryland packers thirty days in which to have a suitable law passed to meet the requirements.

Oyster Yield Higher

The Crisfield oyster industry was hampered somewhat during January due mostly to the inclement and freezing weather which does not allow working of the oyster rocks and bars. However, it is reported that the oyster business, as a whole, has been much better this year than last season. The take has been larger and the number of gallons shucked has been greater.

The over-all picture of the Crisfield seafood industry so far this season shows a number of the crab meat picking establishments with closed doors. Some closed shortly after Hurricane Hazel when crab potters lost many of their pots. The scarcity of the crabs began about then due to the bad weather and the closing of the season in Maryland waters on November 31st.

Packers had high hopes for an increase with the arrival of the crabbing season in Virginia waters on December 1. However, the large catches from that section did not materialize. Packers depend more or less on Virginia's catch of hard crabs for their supply during the winter months, but bad weather greatly retarded their catch also. The price for those crabs that were caught went to a high of \$19 for a 100-lb. barrel.

Chincoteague Bay Crab Season

Chincoteague Bay has the only winter crab fishery in Maryland, and it operates from December 1 until March 15. The fishery is not a large one and normally consists of about 35 boats. It is based primarily on the capture of mature female blue crabs which have assembled in schools for the winter and have become inactive on the bottom in the deeper parts of the Bay.

During the first several winters of the newly-formed industry the crabbers made a fairly good income, but during the last two years, because the price of crabs has remained low, many watermen have stopped crabbing. The catch is usually about three to four barrels of crabs per boat.

Through the operations of the crab dredge boats, a sizable part of the catch of hard-shell clams is made, and most boats are now trying to catch clams rather than crabs, although the dredging license is issued only for crabbing. However, the law at present does not mention the capture of clams by dredge.

Delaware Menhaden Plant Suffers Fire

An estimated loss of \$160,000, including more than a dozen large menhaden fishing seines, was reported at Lewes last month as the result of an early-morning fire on the service dock of the Consolidated Fisheries Co. plant. Otis H. Smith, president of the nearby Fish Products Co., who recently bought the 30-year-old Consolidated Fisheries, said the seines, valued at upwards of \$7,000 each, were lost in the fire, with other equipment. Also destroyed was a two-story building at the end of the pier.

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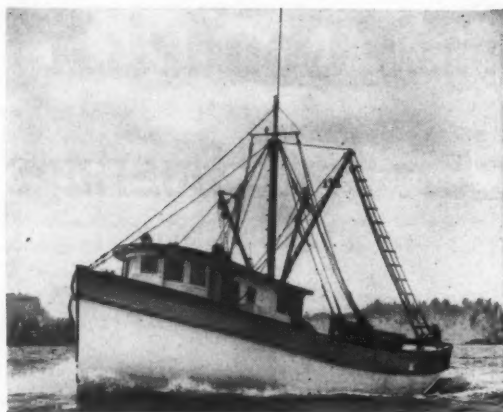
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Massachusetts Fisheries Group Opposes Anti-Seining Bill

Gov. Herter's labor-management committee to promote the Massachusetts fishing industry recently voted to vigorously oppose legislation that would prohibit the use of seines for the taking of certain fish off the South Shore of the state.

Francis W. Sargent, director of the Division of Marine Fisheries and chairman of the Governor's committee, explained that if the proposal were to be enacted the Gloucester fleet of seiners would be seriously handicapped by being unable to operate within one mile of the shore between Gurnet Light and the Cape Cod Canal—waters where menhaden, locally known as pogies, are caught in great quantities each year.

The committee recently learned that the Coast Guard has agreed to locate a lighted, whistle buoy off Davis South Shoal. This buoy, according to Sargent, will greatly assist the New Bedford trawler fleet in its passage home from the fishing banks.

At the committee's meeting, Dean Dale Sieling represented Pres. Mather of the University of Massachusetts and outlined the University's views concerning a proposed fisheries school to be established. Sieling pointed out that already a four-year course has been established at Amherst and that legislation has been passed authorizing the establishment of a two-year vocational course at a location on the waterfront. The committee enthusiastically endorsed the proposal and will request that the Secretary of the Interior allocate funds to assist the Commonwealth in founding a new school of this type.

Maximum Lobster Measurement Proposed

Under a new bill, lobster fishermen will be required to carry two gauges instead of a single one. The present laws require a minimum standard of three and three-sixteenths inches in length. The new bill, filed by the South Shore Lobster Fishermen's Assoc., puts a maximum of five inches length on all lobsters taken.

It is believed that the larger lobsters are great producers of offspring. Sen. Newland Holmes claims that some of these unusually large lobsters, although weighing upwards of 10 pounds, bring a relatively small price at the market.

Lobsters Released

Six hundred short and egg-bearing lobsters recently have been released in Massachusetts coastal waters. Three hundred of these lobsters were put into the waters of Boston harbor and another 300 were released in Cohasset harbor.

McHugh Out as Union Secretary-Treasurer

In a recent labor union election upset, Patrick J. McHugh, secretary-treasurer of the Atlantic Fishermen's Union since 1937, was defeated for re-election. McHugh's successful opponent was Victor J. Turpin, for the past two years port agent for the Union in New Bedford.

Boston Catch for Year Shows Slight Drop

Landings of fish and shellfish at the Boston Fish Pier totalled 151,233,000 lbs. during 1954, or approximately one million less than in the previous year. The average price fell from \$7.94 per hundredweight to \$7.12 last year.

Large cod landings at 7,300,000 lbs., showed a gain of 1½ million lbs., while market cod, with 9,146,000 lbs., was down by about 1½ million lbs. The haddock catch of 46,878,000 lbs. also was about 1½ million lbs. less than in the previous year, and the price dropped from \$9.57 to \$9.40 per hundredweight. However, haddock scrod production jumped over 11½ million lbs. to 61,654,000 lbs. The heavy yield caused the price to drop to \$5.90 per hundredweight from \$7.94.

The 3,097,000-lb. ocean perch catch was nearly 2 million less than in 1953, but the price of \$4.54 per hundredweight

was around 50¢ higher. Pollock landings of 10,603,500 lbs. were down nearly a million lbs., and the 3,509,000-lb. whiting catch was only half as large as that of 1953. The price of whiting was higher, averaging \$3.76 per hundred-weight, as compared to \$3.36 in the previous year.

Fisheries Association Re-elects Officers

The Massachusetts Fisheries Association, at its recent annual meeting, re-elected the following officers: James S. Carlson, president; David Choate, Sr., vice-president; John F. Dolan, treasurer; S. K. Jones, assistant treasurer; and Patrick J. Callahan, secretary.

Named to the Board of Directors were Frank J. Delahoyde, James G. Fitzgerald, Gerard A. Fulham, Sidney Cohen, Gregory Sacca, William Sullivan, Harold Randlett, Anthony Busalacchi, Roland Harrington, Ralph Chiacchio.

New Fish Company Formed

Ralph J. Ventola, formerly with B. F. Phillips & Co., Inc., announced recently the formation of the Diamond Fisheries, Inc., 30 Boston Fish Pier.



Capt. Mack Oliver's 46' commercial and party fishing boat "Ann Howe" of Murrells Inlet, S. C. She is powered with two 200 hp. Kermath gasoline engines, and does 20 mph.

South Carolina Committee to Hold Hearings on Revising Fisheries Laws

Public hearings to get suggestions for revision of commercial fisheries laws will be arranged whenever persons concerned with the industry show an interest. State Sen. J. D. Parler of Dorchester, chairman of a joint legislative committee appointed to study the state's fishery laws, said his group has had several meetings since the General Assembly adjourned last spring.

Before any final action on drafting legislation is taken, however, the law makers want to give the fishermen and others concerned the opportunity to express their opinions. The committee has planned a visit to Beaufort to meet with fishermen there.

Included in the committee in addition to Sen. Parler are Rep. Henry L. Buck of Horry; Sen. James B. Morrison of Georgetown; Rep. Clyde M. Dangerfield of Charleston; Rep. Edward Huguenin of Jasper and Sen. E. B. Rodgers.

Area Opened to Shellfishing

The coastal waters from the north tip of Pawley's Island to the North Carolina-South Carolina state line were opened for harvesting shellfish for marketing purposes on January 24. Opening of this area for shellfishing followed completion of a bacteriological and sanitary survey of water in the Murrell's Inlet area, which indicated that approved conditions now exist.

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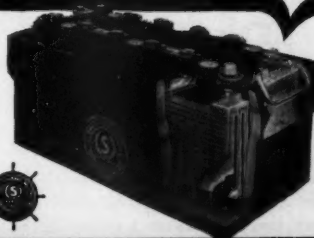
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New Bedford Haddock Catch For Year Shows Large Gain

Increased New Bedford haddock landings from 8,927,425 lbs. in 1953 to 11,093,425 lbs. last year were attributed to the large mesh nets used since June 1953, when the net regulation became effective. Value of the fish catch at the port of New Bedford, despite several setbacks in 1954, reached \$10,209,700, according to figures compiled by the Fish & Wildlife Service. The port ranked fourth nationally according to valuation, but about 13th among ports in volume landed.

A total of 91 scallopers landed 1,419 trips and 114 trawlers landed 1,728 trips. In 1953 a total of 126 scallopers and 132 trawlers made 1,795 and 2,112 trips respectively.

The average price for sea scallops during the year was .4477 cents a pound, compared with .4405 cents the previous year. The last three months of 1954 saw scallops reach an average of 60 cents or more a pound as a result of an advertising program which resulted in reducing the freezer surplus.

No Trace of Scallop

Two Coast Guard cutters on January 29 failed to discover any traces of the missing New Bedford scalloper *Doris Gertrude* which had at that time been unreported seven days.

The cutter *Evergreen* joined the search in the area off Georges Bank after bringing the damaged scalloper *Elizabeth N.* to the entrance of Cape Cod Canal. The *Elizabeth N.* was damaged on the port side in a collision with the scalloper *Dartmouth*. Seven of her crew were transferred to the *Sea Ranger*, another fishing boat, while four others manned pumps to keep her afloat.

The *Doris Gertrude*, skippered by Joshua W. Murphy, Jr. was last seen by the *Josephine and Mary*.

Highest Price Paid for Sole

The highest price in years for a single fish species at New Bedford's Pier 3 fish auction room was recorded January 10 when lemon sole sold for 65 cents a pound. The *Stanley Butler* sold its catch of 2,000 lbs. for the high price. She also landed 23,000 lbs. of haddock and 2,000 lbs. of cod.

Vessels Overhauled

Two members of the New Bedford fleet crippled in Hurricane Carol, returned this month to the fishing grounds after extensive repairs at D. N. Kelley's in Fairhaven. The *Fleet Wing*, owned by Capt. Ernest Murley, which was grounded on Crow Island, has a new keel, extensive new planking, new stanchions and her hull has been recaulked. The *Sunbeam*, owned by A. E. Nickelson of Boston, has a new keel and some new planking.

Capt. John Murley's boat, the *Martha Murley*, has been at Kelley's to have her engine overhauled, and the *Debbie and Jo-Ann* owned by Moses Schonfeld of New York has been in for sheathing and caulking work.

At Peirce & Kilburn's, the *Laura A.* that went aground at Great Ledge has had a new shoe, garboards, rudder repairs and an after pilot house. She is owned by Chris Aiello. The *Louis Thebaud* has been hauled out for stern planking, stanchions and refitting. Tom Larsen's *Marie and Katherine* has returned from shrimping in Florida and has been fitted out.

The scalloper *Friendship*, owned by Bill White, is having a complete overhaul at Hathaway's, including new steel trunks and new engine beds.

Fishermen's Organizations Fined

The Atlantic Fishermen's Union, which includes union fishermen of Boston, New Bedford and Gloucester, was fined \$10,000 by Judge William T. McCarthy in Federal

Court at Boston last month, for conspiring to monopolize the catching and sale of fresh fish and scallops at New Bedford. The Seafood Producers Assoc. of New Bedford was fined \$2000 on a similar complaint.

Fleet Losses

Thirteen fishermen and six vessels were lost at sea from the port of New Bedford during 1954. Besides the six sea disasters, six vessels were sunk and declared total losses as a result of Hurricane Carol. More than 40 boats were sunk, beached or damaged during the August 31 and September 11 hurricanes, and of these damaged craft, 15 still are undergoing repairs.

"Albatross III" to Make Groundfish Census

The *Albatross III*, fisheries research vessel of the Fish & Wildlife Service, left February 1 on the first of a series of cruises off the New England coast. The first cruise was to be devoted to a census of groundfish, with emphasis on the haddock fishery.

Further cruises will be made at two-week intervals during March, April and May. During these cruises, surveys will be carried on in the areas of Georges Banks, Browns Banks and the Gulf of Maine.

Purpose of the survey will be to study factors causing the fluctuations in the annual abundance of groundfish. Included in the study will be haddock, cod, whiting and yellowtail flounder. A study of the herring fishery will be based in Boothbay Harbor, Maine.

New Tanker to Supply Fishing Fleet

Blount Marine Corp., Warren, R. I., have recently contracted to build a 46 ft., 10,000-gallon harbor supply tanker for the Stanley Oil Co. of New Bedford, which will be used to supply the New Bedford fishing fleet.

The general design will follow that of other Blount tankers with special emphasis on maneuverability so as to facilitate refueling. The vessel, designed by Preston R. Gladding, is to be delivered this summer.

Connecticut University Would Operate Research Station

The University of Connecticut is willing to operate the state lobster hatchery at Noank as a marine biological research facility, if the State Legislature decides to discontinue the hatchery as an economy measure.

The initial cost of a research station would be about \$60,000, including \$8,000 for repairs to the dock; another \$8,000 to put the laboratory in shape; between \$35,000 and \$40,000 for a boat and other smaller craft. It was estimated that the facility would cost about \$25,000 a year to operate.

Further studies will be made of the proposals and hopes have been expressed that a legislative bill can be passed to put the recommendations already made into effect.

"Russell S." Runs Aground

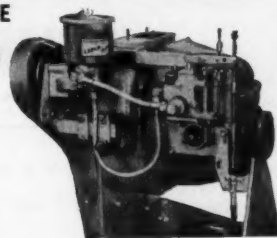
The 63' fishing dragger *Russell S.*, skippered by Capt. Carl Johnson and one of the top producers in the Stonington fishing fleet, went aground east of Moriches Inlet, L. I., on January 23. Johnson said that he and his two crew men were below deck repairing nets when a sudden shift in the wind drove the vessel aground. All three men aboard were removed safely.

Catching Cod, Flounders and Haddock

Commercial fishermen the middle of January were out after cod and were also bringing back blackbacks or flounders. They were getting some haddock too.

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John A. Roebling's Sons Co., Trenton 2, N. J.
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FOREIGN BAILINGS

JAPANESE OPERATIONS for salmon and trout fishing in North Pacific this year will be increased considerably above 1954. The Aleutian Salmon-trout fleets will consist of 11 mother ships, equipped with canning facilities, 284 fishing boats and 50 survey boats, compared with 7 mother ships and 160 fishing boats employed in 1954. In addition, 4 "exploratory" expeditions will go to the Sea of Okhotsk. These fleets will consist of 2 mother ships, 50 fishing boats and 8 survey boats for salmon and trout fishing as well as 2 mother ships assigned to crab fishing.

NEWFOUNDLAND PRODUCTION of salt and fresh fish during 1954 was higher than any year in recent history. Figures showed 435 million lbs. of fish were caught, an increase of 94 million over 1953. More than 75 percent of the catch was salted.

JAMAICA LOBSTER resource is being exploited through efforts of the Jamaican Industrial Development Corp., which has sponsored the Jamaica Lobster Co. The action resulted from a survey made for the Development organization by Edward H. Cooley, Boston industrial consultant, who found evidence of a good spiny lobster supply.

QUEBEC EXPANSION plans call for construction of five new processing plants and more than a dozen trawlers. The plants will be built in the Gaspé Peninsula and Gulf of St. Lawrence regions. The trawler program includes vessels being built at shipyards in Gaspé.

NEW-STYLE TRAWLER is under construction in a Netherlands shipyard. The vessel will have a length of 141', beam of 25' and 13' draft, and will have a bobbed hull to keep the stem higher above the water in stormy weather so as to be less liable to ship heavy seas. The crew's quarters, consisting of two cabins for six men, will be located aft.

NORWEGIAN FISH CATCH increased to record volume of 1.8 million tons far exceeded any previous to 1.6 million in the previous year. The winter herring catch of 1 million tons far exceeded any previous year, while the catch of most other types, particularly cod and brisling, fell below 1953.

FIVE SPANISH VESSELS have been acquired by Chile for fishing service on the Chilean coast. The vessels are equipped with 250 hp. engines, have capacity of 60 metric tons, and accommodations for 10 men.

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is proving itself for peak loads with
extra strength and longer wear."

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pictured on the "Twenty Grand"



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- *Divisions of The Linen Thread Co., Inc., 418 Grand St., Paterson, N. J.
- THE FISH NET AND TWINE CO., 310 Bergen Ave., Jersey City, N. J.
- HOPE FISH NETTING MILLS, INC., Hope, Rhode Island
- JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Conn.
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